State Route 168 Enterprise Canal Pedestrian Overcrossing Project

Fresno County, California
06-FRE-168
EFIS 0616000055

Initial Study
with Proposed Negative Declaration

Volume 1 of 2

Prepared by the
State of California Department of Transportation
and City of Clovis

February 2024

Caltrans

General Information about This Document

What's in this document:

The California Department of Transportation has prepared this Initial Study, which examines the potential environmental impacts of the proposed project located in Fresno County in California. The document explains why the project is being proposed, the alternatives being considered for the project, the existing environment that could be affected by the proposed project, potential impacts of each of the alternatives, and proposed avoidance, minimization, and/or mitigation measures.

What you should do:

- Please read this document. Additional copies of this document, and the related technical studies, are available for review at the following locations: Caltrans District 6 office at 1352 West Olive Avenue, Fresno, California 93728, Monday through Friday, from 8 a.m. to 5 p.m.; City of Clovis, Planning and Development Services Department, 1033 Fifth Street, Clovis, between 8:00 a.m. and 4:00 p.m.; Clovis Library at 1155 Fifth Street, Clovis, Monday through Thursday 9:00 a.m. to 9:00 p.m., Saturday 9:00 a.m. to 5:00 p.m. and Sunday noon to 5:00 p.m. This document may be downloaded at the following website: https://cityofclovis.com/planning-and-development/ceqa/
- Tell us what you think. If you have any comments regarding the proposed project, please send your written comments to Caltrans by the deadline. Submit comments via U.S. mail to: Trais Norris, Senior Environmental Planner, District 6 Environmental Division, California Department of Transportation, 2015 E. Shields Avenue, Suite 100, Fresno, California 93726. Submit comments via email to: trais.norris@dot.ca.gov.
- Submit comments by the deadline: July 24, 2024.

What happens next:

After comments are received from the public and reviewing agencies, Caltrans may (1) give environmental approval to the proposed project, (2) do additional environmental studies, or (3) abandon the project. If the proposed project is given environmental approval and funding is obtained, Caltrans could design and construct all or part of the project.

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For individuals with sensory disabilities, this document can be made available in Braille, in large print, on audiocassette, or on computer disk. To obtain a copy in one of these alternate formats, please call or write to Department of Transportation, Attention: Trais Norris, District 6, Environmental Planning, 2015 E. Shields Avenue, Suite 100, Fresno, CA 93726; (559) 320-6045 (Voice) or use the California Relay Service 1 (800) 735-2929 (TTY to Voice), 1 (800) 735-2922 (Voice to TTY), 1 (800) 855-3000 (Spanish TTY to Voice and Voice to TTY), 1-800-854-7784 (Spanish and English Speech-to-Speech) or 711.

State Clearinghouse Number: pending
06-FRE-168
EA 06-0U840/EFIS 0616000055

Construct a pedestrian/bicycle bridge over State Route 168, east of North Temperance Avenue and south of Owens Mountain Parkway, from the northern trail system near Owens Mountain Parkway south to the Clovis Community Hospital complex

INITIAL STUDY
with Proposed Negative Declaration

Submitted Pursuant to: (State) Division 13, California Public Resources Code

THE STATE OF CALIFORNIA
Department of Transportation
and
City of Clovis

Javier Almaguer
District 6 Environmental Office Chief
California Department of Transportation
CEQA Lead Agency

02/13/2024
Date

DRAFT
Proposed Negative Declaration

Pursuant to: Division 13, Public Resources Code

State Clearinghouse Number: Pending

District-County-Route: 06-FRE-168

EA/Project Number: EA 06-0U840/EFIS 0616000055

Project Description

The City of Clovis, in coordination with the California Department of Transportation (Caltrans), proposes to construct a bicycle/pedestrian Class 1 overcrossing (proposed project) spanning State Route 168 east of North Temperance Avenue and south of Owens Mountain Parkway in Clovis, California. The proposed project would extend the Enterprise Canal Trail south of State Route 168 and provide direct pedestrian access to the Clovis Community Hospital complex. The proposed bridge spanning State Route 168 would be approximately 18 feet wide and 460 feet long, provide a minimum vertical clearance of 18.5 feet with a combined approach length of approximately 1,100 feet north and south of the bridge. The approaches would consist of embankment fill, retaining walls, and approach structures.

Determination

This proposed Negative Declaration is included to give notice to interested agencies and the public that it is Caltrans' intent to adopt a Negative Declaration for this proposed project. This does not mean that Caltrans' decision regarding the project is final. This proposed Negative Declaration is subject to change based on comments received by interested agencies and the public.

Caltrans has prepared an Initial Study for this proposed project and, pending public review, expects to determine from this study that the proposed project would not have a significant effect on the environment. The project would have no effect on agricultural and forest resources, land use and planning, mineral resources, and population and housing. The project would have less than significant effects to aesthetics, air quality, biological resources, cultural resources, energy, greenhouse gas emissions, geology and soils, hazards and hazardous materials, hydrology and water quality, noise, public services, recreation, transportation and traffic, tribal cultural resources, utilities and service systems, wildfire, and mandatory findings of significance.

_____

Javier Almaguer
District 6 Environmental Office Chief
California Department of Transportation
CEQA Lead Agency

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Date

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Chapter 1 Proposed Project

1.1 Introduction

The City of Clovis, in coordination with the California Department of Transportation (Caltrans) District 6, proposes to construct a bicycle/pedestrian Class 1 overcrossing spanning State Route 168 (proposed project). The proposed project lies east of North Temperance Avenue and south of Owens Mountain Parkway in the City of Clovis in Fresno County, California (see Figures 1-1 and 1-2). The proposed project, which includes two alignment options based on bridge type, would extend the Enterprise Canal Trail south of State Route 168 and provide direct pedestrian access to the Clovis Community Hospital complex. The proposed project would meet current applicable City of Clovis, Caltrans, American Association of State Highway and Transportation Officials, and Americans with Disabilities Act standards.

1.2 Existing Conditions

The City of Clovis limits extend along the Enterprise Canal, south of State Route 168, and along the southern edge of Tollhouse Road, south of State Route 168 and east of the Enterprise Canal. Therefore, the proposed project site sits entirely within the City of Clovis; however, the proposed project area extends into Fresno County (see Figure 1-2).

The proposed project site is surrounded by a mix of commercial and residential areas to the north, commercial areas to the west, residential areas and the Clovis Community Hospital complex to the south, and residential areas to the east and southeast. The City of Clovis General Plan (General Plan) land use designations within and adjacent to the proposed project area are as follows: Mixed Use/Business Campus (MU-BC), Office (O), and Rural Residential (RR). The Fresno County General Plan land use designation adjacent to the southeastern portion of the proposed project area includes Rural Residential. The land use designations are shown in Figure 1-3.

The City of Clovis zoning classifications within and adjacent to the proposed project area are as follows: Single Family Residential – 24,000 Square Feet (R-A), Single Family Residential – 18,000 Square Feet (R-1-Ah), Planned Commercial Center (P-C-C), Research and Technology Business Park (R-T), and Professional Office (C-P). The Fresno County zoning classifications adjacent to the southeastern portion of the proposed project area include Limited Agricultural (AL20) and Rural Residential (RR). The zoning classifications are shown in Figure 1-4.

State Route 168 bisects the proposed project site in a generally east-west trending direction, while the Enterprise Canal bisects the proposed project

site in a generally north-south trending direction. North of State Route 168 and west of the proposed project site, Owens Mountain Parkway ends at approximately the Enterprise Canal. The proposed project site, north of State Route 168, is generally undeveloped. A drainage basin sits adjacent to and east of the Enterprise Canal. West of the Enterprise Canal is new commercial development. The area east of Enterprise Canal is mostly undeveloped, with residential areas north and east.

Figure 1-1 Regional Location

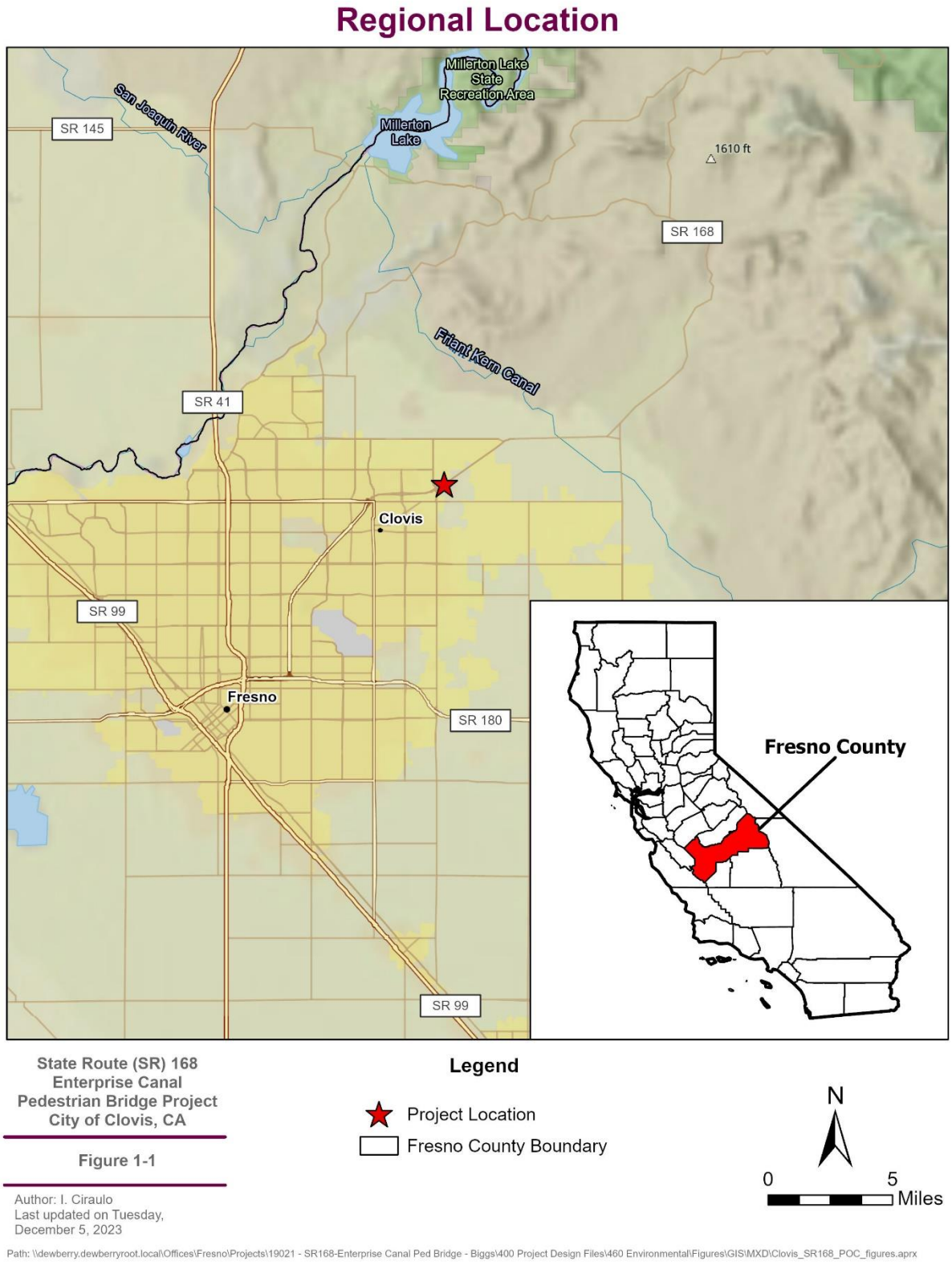


Figure 1-2 Project Location

Figure 1-3 Land Use Designations

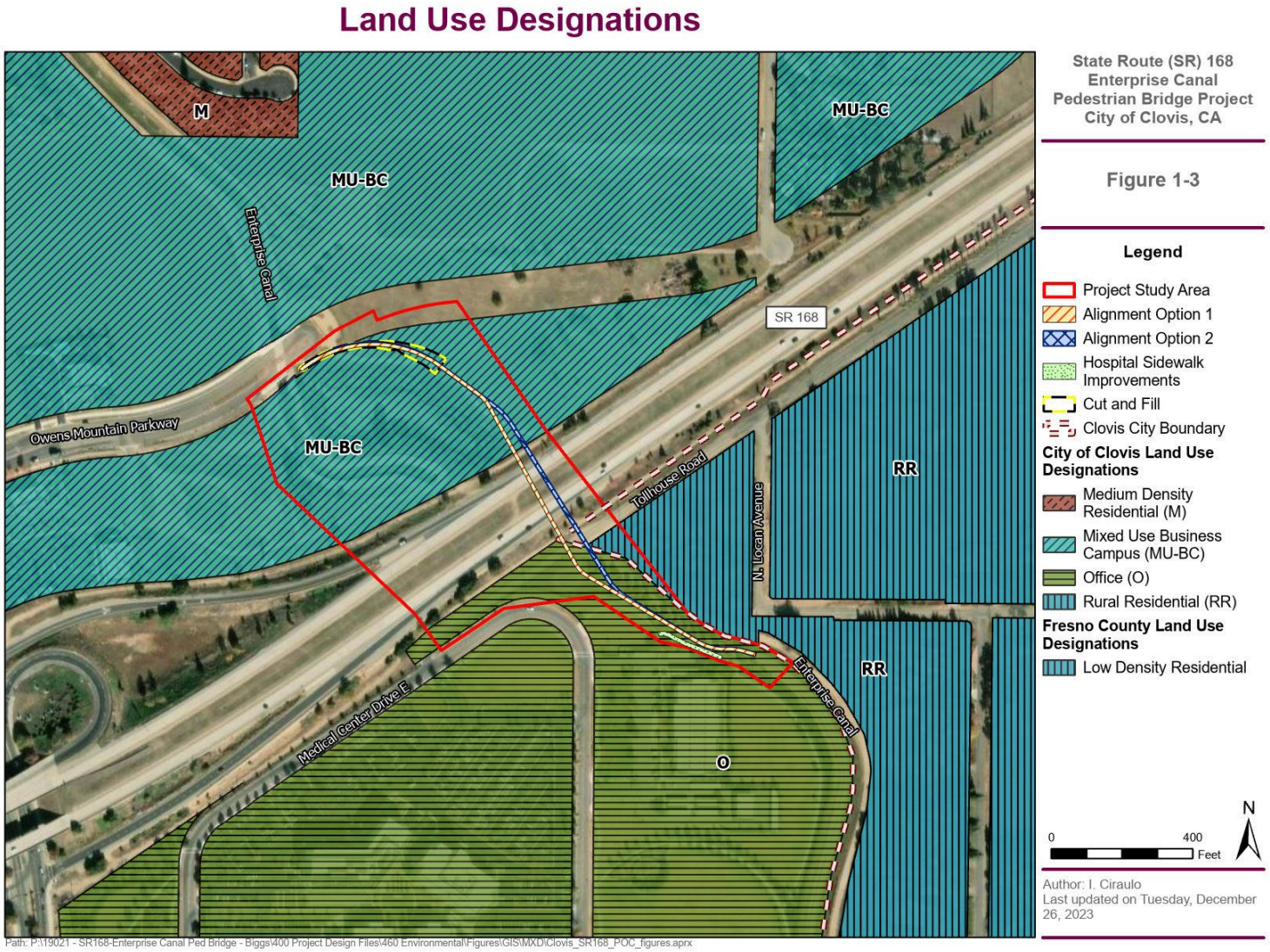
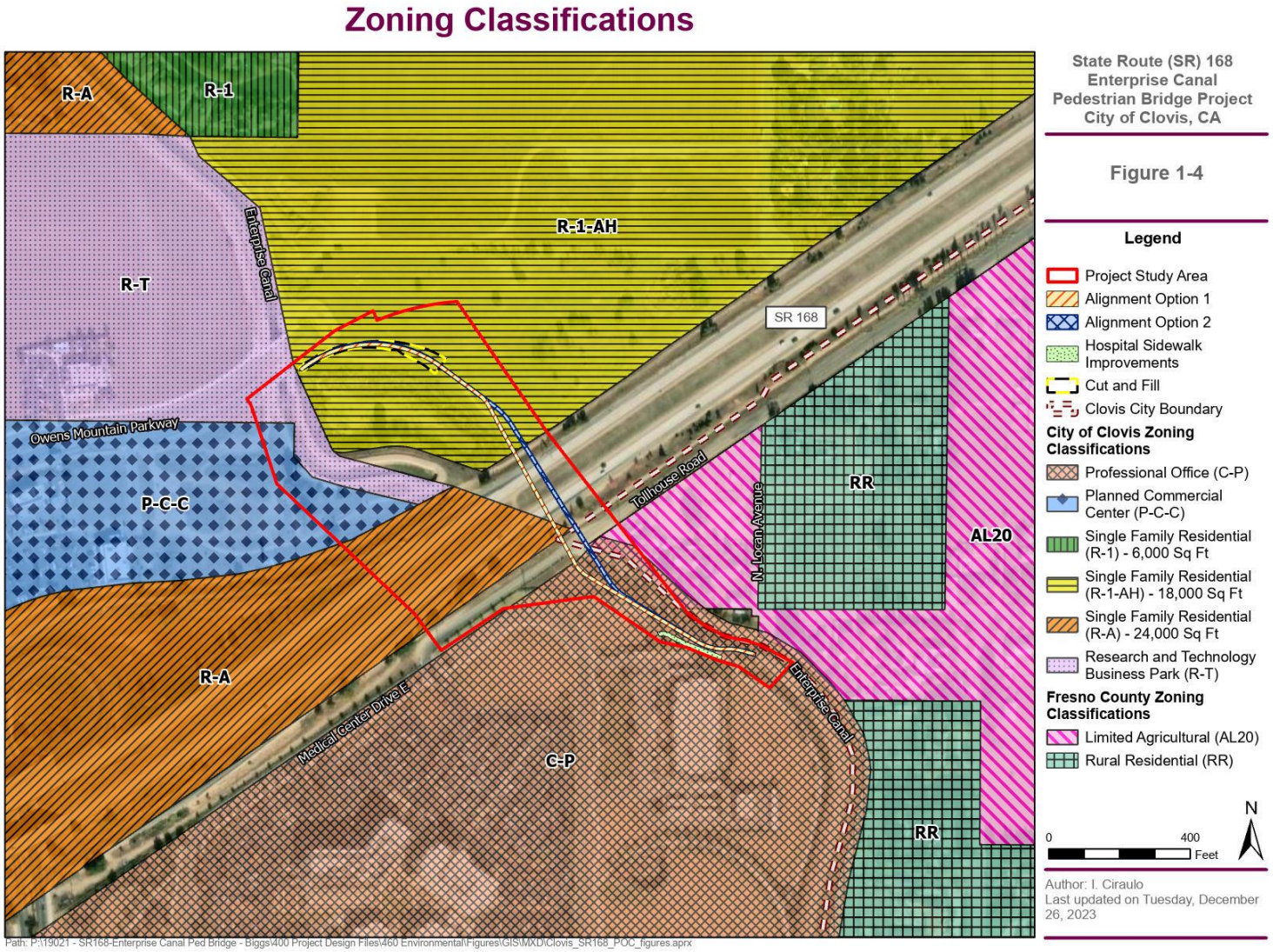


Figure 1-4 Zoning Classifications



South of State Route 168, Tollhouse Road parallels State Route 168 and crosses the proposed project site in a generally east-west direction. Medical Center Drive is just south and west of the proposed project site. The Clovis Community Hospital complex is south of the proposed project site. Residences sit east of the proposed project site.

1.3 Purpose and Need

The purpose of the proposed project is to provide bicyclists and pedestrians a safe and continuous path of travel along the Enterprise Canal Trail over State Route 168. Short term, the proposed project extends the existing Enterprise Canal Trail at Owens Mountain Parkway over State Route 168, providing direct access to the Clovis Community Hospital complex. Long term, this connection over State Route 168 provides a critical link for all bicyclists and pedestrians using the overall Enterprise Canal Trail system, as well as access to the future Sierra Gateway Trail System leading to northeast Clovis.

1.4 Project Description

The project proposes to provide a bicycle/pedestrian bridge spanning State Route 168 to provide direct bicyclist and pedestrian access to the Clovis Community Hospital complex. Currently, two alignment options are offered, based on three bridge type options; the proposed project limits and conditions remain similar between the three proposed bridge types. For a rendering of each bridge type, see Figures 2.2.1-1, 2.2.1-2, and 2.2.1-3 in Chapter 2 in the 2.2.1 Aesthetics section. The proposed bridge would be approximately 18 feet wide and 460 feet long, providing a minimum vertical clearance of 18.5 feet, with a combined approach length of approximately 1,100 feet north and south of the proposed bridge. The approaches may consist of embankment fill, retaining walls, and approach structures.

1.4.1 Utility Relocations

Existing utilities that conflict with proposed improvements and equipment would be relocated to accommodate the proposed project design. Underground relocation for the overhead utility along Tollhouse Road may be considered.

1.4.2 Lane and Road Closures

During construction of the pedestrian overcrossing, the proposed project would require a series of nighttime and/or weekend freeway and local roadway closures to place bridge falsework or construct the bridge deck. During these closures, one direction of traffic would be maintained on State Route 168. Temporary closures on State Route 168 would occur between the State Route 168/Owens Mountain Parkway intersection and the State Route 168/North Temperance Avenue interchange. These temporary closures of State Route 168 within the proposed project site would require a detour onto

North Temperance Avenue to East Shepherd Avenue continuing to State Route 168. Figure 1-5 shows the proposed temporary detour. If significant work is required adjacent to State Route 168 within the clear recover zone, temporary pavement would be constructed within the existing median so that two lanes in each direction can be maintained throughout the construction period.

Tollhouse Road would be closed for up to nine months for bent construction, with up to three additional nighttime closures for one week (Monday through Friday), or one weekend, for girder placement over the roadway.

One lane in the eastbound direction of Owens Mountain Parkway would be closed for three months to tie in the overcrossing's north approach to the Owens Mountain Parkway pedestrian access.

1.4.3 Clearing, Grubbing, and Tree Removals

Ground disturbances and vegetation removal would occur as a result of the proposed project. It is anticipated that landscape trees at the Clovis Community Hospital complex would be removed and replaced.

1.4.4 New Bridge Foundations

The new abutment seat and associated foundations would involve excavations of up to 13 feet. The foundation elements would consist of cast-in-drilled-hole piles or driven piles supporting single- or multi-column bents. Temporary shoring piles may be installed to support the excavation depths. The maximum depth of excavation is expected to be up to 13 feet, with a pile depth of approximately 100 feet.

1.4.5 New Bridge Constructions

New bridge construction would involve placing falsework to support the wet concrete of the superstructure, constructing bridge formwork, placing reinforcement, and then casting the bridge superstructure. Depending on the bridge type selected, precast or steel elements may also be used. A curb with pedestrian fencing would be placed at the edge of the deck as well as along the ramp approaches to the bridge.

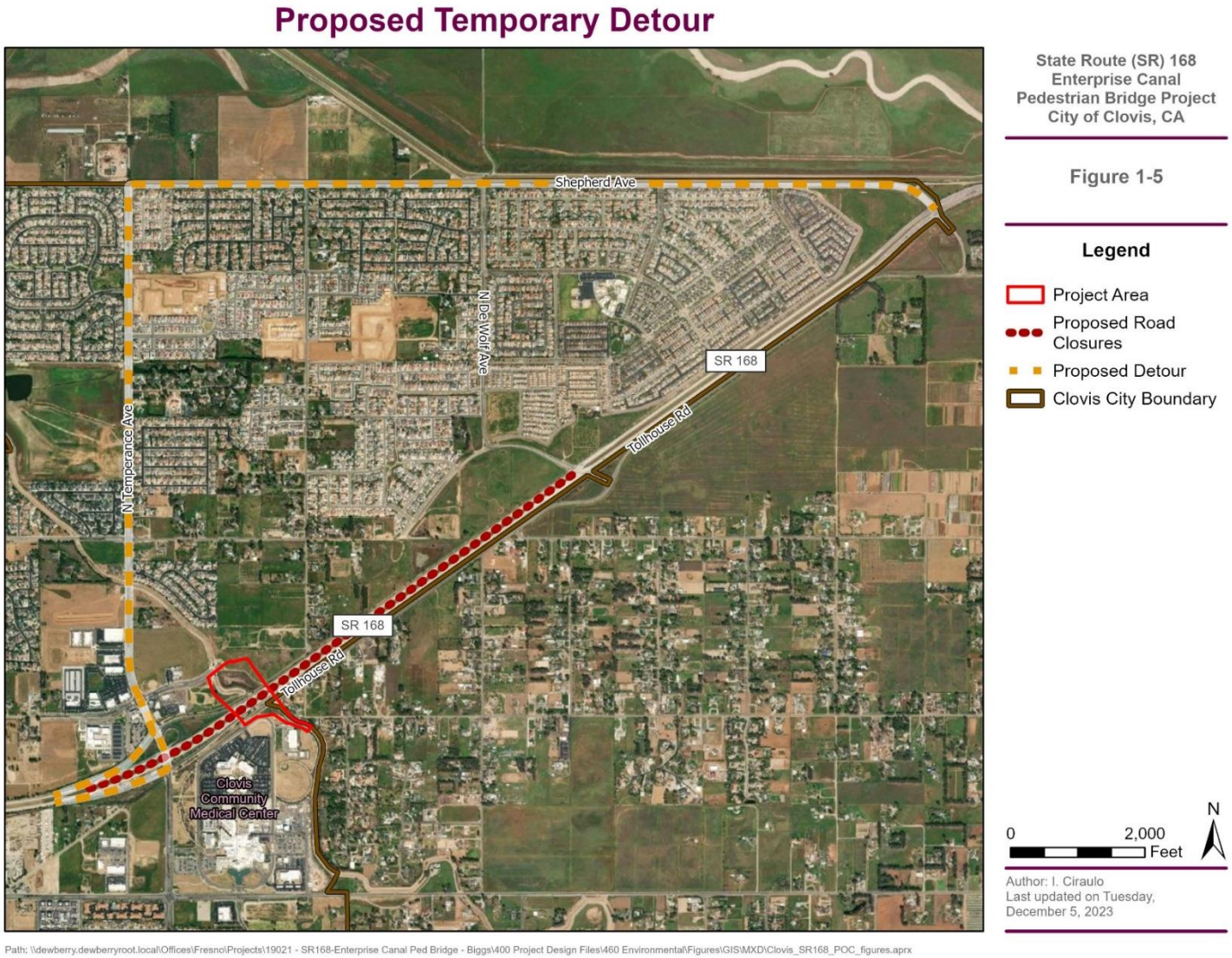
1.4.6 New Retaining Wall Construction

Retaining walls would be constructed at both the north and south approaches to the bridge structure. A mechanically stabilized embankment would be used to retain the approach fill.

1.4.7 New Trail Extension

Trail extension construction would require excavation, placement of aggregate base, and an asphalt surface.

Figure 1-5 Proposed Temporary Detour



1.4.8 Construction Equipment

Table 1-1 provides a description of the type of equipment likely to be used during construction of the proposed project.

Table 1-1 Construction Equipment

Equipment	Construction Purpose
Air compressor	Finishing work
Backhoe	Soil manipulation, drainage work
Bid-well paving machine	Concrete bridge deck finishing
Bobcat	Fill distribution
Bulldozer/Loader	Earthwork construction, clearing
Compaction equipment	Earthwork
Concrete truck and pump	Concrete placement
Crane	Placement of falsework, pile installation, concrete placement, retaining walls and embankments. Precast elements or structural steel placement.
Drill rig and truck	Pile construction for bents and retaining walls
Dump truck	Fill material delivery
Excavator	Soil manipulation
Flatbed truck	Material handling and delivery
Front-end loader	Dirt or gravel manipulation
Generators	Power hand tools
Grader/Scraper	Ground leveling
Haul truck	Earthwork construction, clearing
Hoe ram	Demolition
Holding tanks	Slurry storage and suspended solid water settling
Hydraulic hammer	Demolition, concrete removal
Impact Pile Driver/Vibratory Pile Driver	Pile installation for bents and retaining walls
Jack Hammer	Demolition, concrete removal
Paver	Asphalt concrete construction
Roller/compactor	Earthwork, concrete or asphalt construction, utility relocation
Rubber tired boom truck	Lifting
Truck with seed sprayer	Landscaping
Water truck	Earthwork construction, dust control

1.4.9 Construction Schedule

Construction of the proposed project is anticipated to take approximately 18 to 24 months to complete. The construction period is scheduled to begin as early as spring 2026.

1.5 Standard Measures and Best Management Practices Included in the Proposed Project

Best management practices for air quality and greenhouse gas emissions include:

- Dust and Particulate Matter
    - Prepare and implement a Fugitive Dust Control Plan.
    - All disturbed areas, including storage piles, which are not being actively used for construction purposes, shall be effectively stabilized of dust emissions using water, chemical stabilizer/suppressant, covered with a tarp or other suitable cover, or vegetative ground cover.
    - All on-site unpaved roads/access areas and off-site unpaved access roads/areas shall be effectively stabilized of dust emissions using water or chemical stabilizer/suppressant.
    - All land clearing, grubbing, scraping, excavation, land leveling, grading, cut and fill, and demolition activities shall be effectively controlled of fugitive dust emissions using application of water or by presoaking.
    - When materials are transported off-site, all material shall be covered or effectively wetted to limit visible dust emissions, and a minimum of 6 inches of freeboard space from the top of the container shall be maintained.
    - All operations shall limit or expeditiously remove the accumulation of mud or dirt (trackout) from adjacent public streets at the end of each workday. Within urban areas, trackout shall be immediately removed when it extends 50 feet or more from the site and at the end of each workday. (The use of dry rotary brushes is expressly prohibited except where preceded or accompanied by sufficient wetting to limit the visible dust emissions. Use of blower devices is expressly forbidden.)
    - Following the addition of materials to, or the removal of materials from, the surface of outdoor storage piles, said piles shall be effectively stabilized of fugitive dust emissions using sufficient water or chemical stabilizer/suppressant, covered with a tarp or other suitable cover, or vegetative ground cover.
    - Limit traffic speeds on unpaved areas to 15 miles per hour.
- Ozone and Greenhouse Gas Emissions

- Alternative-fueled or catalyst-equipped diesel construction equipment shall be used for the project.
- Idling time shall be reduced by shutting off equipment not in use or by minimizing idling time to 5 minutes maximum (required by California Code of Regulations, Title 13, Sections 2449(d)(3) and 2485).
- Fossil-fueled equipment shall be replaced by electrically driven equivalents (provided they are not run via a portable generator set).
- Construction shall be curtailed during periods of high ambient pollutant concentrations; this may include ceasing of construction activity during the peak-hour of vehicular traffic on adjacent roadways.
- Activity management shall be implemented (e.g., rescheduling activities to reduce short-term impacts).
- Following construction, all fill slopes, temporary impact areas, and/or otherwise disturbed areas shall be restored to preconstruction contours (if necessary) and revegetated with the native seed mix specified in Avoidance and Minimization Measure BIO-1, Table BIO-1a.

Best management practices for hydrology and water quality include:

- Obtain and implement the National Pollutant Discharge Elimination System permit with the associated Stormwater Pollution Prevention Plan.
- Implement appropriate measures to prevent debris, soil, rock, or other material from entering the water. Use a water truck or other appropriate measures to control dust on applicable access roads, construction areas, and stockpiles.
- Properly dispose of oil or other liquids.
- Fuel and maintain vehicles in a specified area that is designed to capture spills. All fueling and maintenance of vehicles and other equipment (including staging areas) will be located at least 65 feet from any potential drainages on site.
- Fuels and hazardous materials will not be stored on-site.
- Inspect and maintain vehicles and equipment to prevent the dripping of oil or other fluids.
- Schedule construction to avoid the rainy season as much as possible. Ground disturbance activities are expected to begin in the spring. If rains are forecasted during construction, additional erosion and sedimentation control measures will be implemented.
- Maintain sediment and erosion control measures during construction. Inspect the control measures before, during, and after a rain event.
- Train construction workers in stormwater pollution prevention practices.

- Revegetate disturbed areas in a timely manner to control erosion.

1.6 Discussion of the NEPA Categorical Exclusion

This document contains information regarding compliance with the California Environmental Quality Act and other state laws and regulations. Separate environmental documentation, supporting a Categorical Exclusion determination, has been prepared in accordance with the National Environmental Policy Act. When needed for clarity, or as required by the California Environmental Quality Act, this document may contain references to federal laws and/or regulations (the California Environmental Quality Act, for example, requires consideration of adverse effects on species identified as a candidate, sensitive, or special-status species by the U.S. National Marine Fisheries Service and the U.S. Fish and Wildlife Services – that is, species protected by the Federal Endangered Species Act).

1.7 Permits and Approvals Needed

Table 1-2 provides information regarding the permits, licenses, agreements, and certifications required for the proposed project.

Table 1-2 Permits and Approvals

Agency	Permit, License, Agreement, or Certification	Status
Caltrans	Encroachment Permit	Application to follow approval of Initial Study/Negative Declaration and Categorical Exclusion
Central Valley Regional Water Quality Control Board	National Pollutant Discharge Elimination System Permit – Construction General Permit	Notice of Intent filed upon construction contract award
City of Clovis	Encroachment Permit	Application to follow approval of Initial Study/Negative Declaration and Categorical Exclusion
City of Clovis	Tree Removal Permit	Application to follow approval of Initial Study/Negative Declaration and Categorical Exclusion
Fresno County	Encroachment Permit	Application to follow approval of Initial Study/Negative Declaration and Categorical Exclusion.

Chapter 2 CEQA Evaluation

2.1 Determining Significance under CEQA

The proposed project is subject to federal as well as City of Clovis and state environmental review requirements because the City of Clovis proposes the use of federal funds from the Federal Highway Administration and/or the project requires an approval from the Federal Highway Administration. Project documentation, therefore, has been prepared in compliance with both the California Environmental Quality Act and the National Environmental Policy Act, as discussed in Section 1.6, above.

The California Environmental Quality Act requires the lead agency (for this proposed project, the lead agency is Caltrans) to identify each "significant effect on the environment" resulting from the proposed project and ways to mitigate each significant effect. Each and every significant effect on the environment must be disclosed in the environmental document and mitigated if feasible. If the proposed project has a significant effect on any environmental resource after mitigation, then an Environmental Impact Report must be prepared. This chapter discusses the effects of the proposed project and provides avoidance and minimization measures, where additional clarification on standard practices is beneficial to the understanding of the project.

2.2 CEQA Environmental Checklist

This checklist identifies physical, biological, social, and economic factors that might be affected by the proposed project. Potential impact determinations include Significant and Unavoidable Impact, Less Than Significant Impact With Mitigation Incorporated, Less Than Significant Impact, and No Impact. In many cases, background studies performed in connection with a project will indicate that there are no impacts to a particular resource. A "No Impact" answer reflects this determination. The questions in this checklist are intended to encourage the thoughtful assessment of impacts and do not represent thresholds of significance.

Project features, which can include both design elements of the project and standardized measures that are applied to all or most Caltrans projects, such as best management practices and measures included in the Standard Plans and Specifications or as Standard Special Provisions, are considered to be an integral part of the project and have been considered prior to any significance determinations documented below.

"No Impact" determinations in each section are based on the scope, description, and location of the proposed project as well as the appropriate

technical report (bound separately in Volume 2), and no further discussion is included in this document.

2.2.1 Aesthetics

Considering the information in the Mini-Preliminary Environmental Analysis Report dated May 2018, the Environmental Scoping Memorandum dated October 2019, and Figures 2.2.1-1, 2.2.1-2, and 2.2.1-3 showing the three proposed bridge types (following the checklist answers), the following significance determinations have been made:

Except as provided in Public Resources Code Section 21099:

Question – Would the project:	CEQA Determination
a) Have a substantial adverse effect on a scenic vista?	Less Than Significant Impact
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	No Impact
c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from a publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	Less Than Significant Impact
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	Less Than Significant Impact

Affected Environment

The hills near the State Route 168/Tollhouse Road interchange are identified as “landscape features” in the City of Clovis General Plan. In addition, the City of Clovis’ greatest natural resource, although outside City of Clovis boundaries, is commonly considered to be the Sierra Nevada, with the foothills beginning east of the City of Clovis limits. The views of these mountains and foothills are visible from the proposed project site on clear days, and the relatively flat topography along State Route 168 allows more direct views.

The major roadways, used by both residents of the City of Clovis and regional commuters, within and adjacent to the proposed project area include State Route 168, North Temperance Avenue, Owens Mountain Parkway, and Tollhouse Road. No officially designated State Scenic Highways or National Scenic Byways are located within the proposed project vicinity. State Route 168 is identified as an eligible State Scenic Highway within the proposed project boundaries; however, it is not officially designated within or adjacent to the proposed project. The nearest designated State Scenic Highway is State Route 65 (beginning near Minkler and extending to the General Grant Grove section of Kings Canyon National Park), approximately 14 miles southeast of

the proposed project. The nearest National Scenic Byway is Tioga Road/Big Oak Flat Road, approximately 103 miles north of the proposed project site.

Figure 2.2.1-1 Alignment Option 1, Design Option 1 - Twin Tied Arch Bridge

Alignment Option 1, Design Option 1 - Twin Tied Arch Bridge

State Route (SR) 168 Enterprise Canal Pedestrian Bridge Project
City of Clovis, CA
Figure 2.2.1-1

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Figure 2.2.1-2 Alignment Option 1, Design Option 2 - Twin Tower Cable-Stayed Bridge

Alignment Option 1, Design Option 2 - Twin Tower Cable-Stayed Bridge

State Route (SR) 168 Enterprise Canal Pedestrian Bridge Project
City of Clovis, CA
Figure 2.2.1-2

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Figure 2.2.1-3 Alignment Option 2, Design Option 3 – Concrete Box Girder Bridge

Alignment Option 2, Design Option 3 - Concrete Box Girder Bridge

State Route (SR) 168 Enterprise Canal Pedestrian Bridge Project
City of Clovis, CA
Figure 2.2.1-3

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Sensitive viewing receptors in the vicinity of the proposed project include roadway users, pedestrians, the residences along North Locan Avenue and Goshen Avenue, employees and customers at the commercial areas along Owens Mountain Parkway, and employees and patients at the Clovis Community Hospital complex. Views from the roadways in the proposed project area contain commercial, residential, open space, the Clovis Community Hospital complex in the middle and foreground, with generally unobstructed views of the foothills and mountains in the background.

Environmental Consequences (Questions a, c, and d in the table)

Construction activities would temporarily affect the visual environment surrounding the proposed project site because construction equipment can block views of the foothills and the valley. However, construction equipment would be removed from the area upon construction completion.

During nighttime work, lighting required for construction would be directed at the area of construction and not the adjacent roadways. One side of State Route 168 would be closed at a time for construction. Therefore, the users of State Route 168 on the other side of the median would experience an increase in light in the area; however, it would not pose a danger to nighttime driving activities. Nighttime construction lighting would be short term (one week [Monday through Friday] of nights, or one weekend).

The proposed project is identified in the City of Clovis General Plan and would be implemented in accordance with the City of Clovis and state regulations and guidelines. In addition, construction activities would comply with federal, state, and local rules and regulations regarding construction and visual resources. Therefore, the proposed project construction activities would not conflict with applicable zoning and other regulations governing scenic quality. Therefore, construction impacts from the proposed project would be less than significant with respect to light and glare.

Upon construction completion, construction staging areas would be restored to conditions similar to existing conditions and landscape trees at the Clovis Community Hospital complex would be replaced. The proposed bridge would partially block views of the foothils for eastbound travelers and the valley for westbound travelers; however, the proposed bridge is anticipated to act as a gateway for the City of Clovis as people enter into the City of Clovis when traveling westbound and when leaving the City of Clovis traveling eastbound on State Route 168 (see Figures 2.2.1-1 through 2.2.1-3).

The proposed project would be made with materials that reduce glare, and the lights installed for pedestrian and bicycle safety would be directed downward and toward the pathway to reduce light pollution. In addition, cyclists riding at night, required to use bicycle headlights, would be similar to the conditions on the existing interchanges, roadways, and existing segments of the Enterprise Canal Trail system. Residents would not experience a

noticeable difference in nighttime lights because the existing roadways currently have streetlights. Drivers on adjacent roadways, and especially on State Route 168, would notice the lighting on the proposed overcrossing, similar to other interchanges in the area. Operational impacts of the proposed project would have a less than significant impact on aesthetics, light, and glare.

Avoidance and Minimization Measures

AES-1: During nighttime work, lighting required for construction will be directed at the area of construction and not the adjacent roadways. Nighttime construction lighting would be short term (one week [Monday through Friday] of nights, or one weekend).

AES-2: Following construction, all fill slopes, temporary impact and/or otherwise disturbed areas, such as construction staging areas, shall be restored to preconstruction contours (if necessary) and revegetated with the native seed mix. Invasive exotic plants will be controlled to the maximum extent practicable. Landscape trees at the Clovis Community Hospital complex will be replaced.

AES-3: Materials that reduce glare will be used for the overcrossing, such as matte finishing and low reflective materials. Lighting will be directed downward and toward the pathway.

AES-4: Given that this portion of State Route 168 provides scenic, open views for the commuter, the bridge would serve as a gateway path for commuters travelling westbound, and present a visually appealing bridge along their route. The project will incorporate aesthetic elements for the bridge design that complement the surrounding natural and built landscape. These elements will be reviewed and approved by the City of Clovis and the California Department of Transportation prior to the start of construction.

2.2.2 Agriculture and Forest Resources

In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment Project; and the forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board.

Considering the information in the Mini-Preliminary Environmental Analysis Report dated May 2018, the Environmental Scoping Memorandum dated October 2019, the California Department of Conservation Important Farmland Map dated 2017, and the City of Clovis Williamson Act Lands Map dated 2014, the following determinations have been made:

Question – Would the project:	CEQA Determination
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	No Impact
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	No Impact
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	No Impact
d) Result in the loss of forest land or conversion of forest land to non-forest use?	No Impact
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	No Impact

2.2.3 Air Quality

Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations. Considering the information in the Air Quality Technical Memorandum dated November 2022, the following significance determinations have been made:

Question – Would the project:	CEQA Determination
a) Conflict with or obstruct implementation of the applicable air quality plan?	Less Than Significant Impact
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non- attainment under an applicable federal or state ambient air quality standard?	Less Than Significant Impact
c) Expose sensitive receptors to substantial pollutant concentrations?	Less Than Significant Impact
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	Less Than Significant Impact

Affected Environment

The proposed project lies in the San Joaquin Valley Air Basin. The San Joaquin Valley Air Basin is bounded by the Tehachapi Mountain Range to the

south, the San Joaquin Delta to the north, the Sierra Nevada Mountain Range to the east, and lower coastal mountain ranges in the west. The climate consists of hot, dry summers and cool winters.

The proposed project site sits within the San Joaquin Valley Air Pollution Control District. Air quality districts are public health agencies whose mission is to improve the health and quality of life for all residents through effective air quality management strategies. The San Joaquin Valley Air Pollution Control District is responsible for ensuring healthy regional air quality conditions and meeting state and federal health standards to protect human health and natural ecosystems.

The federal Clean Air Act requires the U.S. Environmental Protection Agency to set National Ambient Air Quality Standards for major pollutants that could be detrimental to the environment and human health. The California Ambient Air Quality Standards are the state equivalent of the National Ambient Air Quality Standards. An air basin is in “attainment” (compliance) when the levels of the pollutant in that air basin are below National Ambient Air Quality Standards and California Ambient Air Quality Standards thresholds.

Table 2.2.3-1 provides information on the National Ambient Air Quality Standards, and Table 2.2.3-2 provides information on the California Ambient Air Quality Standards. In the tables, ppm stands for parts per million; ppb stands for parts per billion; and µg/m3 stands for micrograms per cubic meter.

Table 2.2.3-1 National Ambient Air Quality Standards

Pollutant	Standard Type	Averaging Time	Concentration Threshold	Form
Carbon monoxide (CO)	Primary	8 hours	9 ppm	Not to be exceeded more than once per year
Carbon monoxide (CO)	Primary	1 hour	35 ppm	Not to be exceeded more than once per year
Lead (Pb)	Primary and secondary	Rolling 3-month average	0.15 µg/m^3	Not to be exceeded
Nitrogen dioxide (NO_2)	Primary	1 hour	100 ppb	98th percentile of 1-hour daily maximum concentrations, averaged over 3 years
Nitrogen dioxide (NO_2)	Primary and secondary	1 year	53 ppb	Annual mean
Ozone (O_2)	Primary and secondary	8 hours	0.070 ppm	Annual fourth-highest daily maximum 8-hour concentration, averaged over 3 years
Particulate Matter (PM) 2.5 ($PM_{2.5}$)	Primary	1 year	12.0 µg/m^3	Annual mean, averaged over 3 years
Particulate Matter (PM) 2.5 ($PM_{2.5}$)	Secondary	1 year	15.0 µg/m^3	Annual mean, averaged over 3 years
Particulate Matter (PM) 2.5 ($PM_{2.5}$)	Primary and secondary	24 hours	35 µg/m^3	98th percentile, averaged over 3 years
PM_{10}	Primary and secondary	24 hours	150 µg/m^3	Not to be exceeded more than once per year on average over 3 years
Sulfur dioxide (SO_2)	Primary	1 hour	75 ppb	99th percentile of 1 hour daily maximum concentrations, averaged over 3 years
Sulfur dioxide (SO_2)	Secondary	3 hours	0.5 ppm	Not to be exceeded more than once per year

Source: Dewberry, 2022.

Table 2.2.3-2 California Ambient Air Quality Standards

Pollutant	Averaging Time	Concentration Threshold
Carbon monoxide (CO)	8 hours	0.09 ppm
Carbon monoxide (CO)	1 hour	0.070 ppm
Lead (Pb)	1.5	0.15 µg/m^3
Nitrogen dioxide (NO_2)	1 hour	0.18 ppm
Nitrogen dioxide (NO_2)	Annual arithmetic mean	0.030 ppm
Ozone (O_2)	8 hours	0.09 ppm
Ozone (O_2)	1 hour	0.070 ppm
Particulate Matter $_{2.5}$ ($PM_{2.5}$)	Annual arithmetic mean	12.0 µg/m^3
PM_{10}	24 hours	50 µg/m3
PM_{10}	Annual arithmetic mean	20 µg/m3
Sulfur dioxide (SO_2)	1 hour	0.25 ppm
Sulfur dioxide (SO_2)	24 hours	0.04 ppm
Visibility-reducing particles	9 hours	Extinction of 0.23 per kilometer
Sulfates	24 hours	25 µg/m3
Hydrogen sulfide	1 hour	0.03 ppm
Vinyl chloride	24 hours	0.01 ppm

Source: Dewberry, 2022.

The proposed project site is in an area that is currently in federal non-attainment for ozone (8-hour) and particulate matter 2.5 microns or less in diameter ($PM_{2.5}$). The site is also in an area that is currently in state non-attainment for ozone, $PM_{2.5}$, and PM_{10}. As shown in Table 2.2.3-3, the San Joaquin Valley Air Pollution Control District has prepared the following plans to address regional nonattainment of criteria pollutant standards.

Table 2.2.3-3 San Joaquin Valley Air Pollution Control District Plans

Plan Title	Applicable Standard
2005 CO Re-designation Request and Maintenance Plan	8-Hour CO NAAQS (1971)
2007 PM_{10} Maintenance Plan	24-Hour PM_{10} NAAQS (2006)
2012 $PM_{2.5}$ Plan	24-Hour $PM_{2.5}$ NAAQS (2006)
2013 Plan for the Revoked 1-Hour Ozone Standard	1-Hour O_3 NAAQS (Revoked 2005)
2015 Plan for the 1997 PM2.5 Standard	24-Hour and Annual PM2.5 NAAQS (1997)
2016 Ozone Plan for the 2008 8-Hour Ozone Standard	8-Hour O_3 NAAQS (2008)
2016 Moderate Area Plan for the 2012 $PM_{2.5}$ Standard	24-Hour and Annual $PM_{2.5}$ NAAGS (2012)

Source: Dewberry, 2022.

Sensitive Receptors

Sensitive receptors are defined as residential uses, schools, daycare centers, nursing homes, and medical centers. Individuals particularly vulnerable to diesel particulate matter are children, whose lung tissue is still developing, and the elderly, who may have serious health problems that can be aggravated by exposure to diesel particulate matter. Sensitive receptors within close proximity of the proposed project include the following:

- Medical offices (Clovis Community Hospital complex), the closest building is approximately 65 feet southwest from the proposed project study area.
- Single-family homes, the closest of which is on Locan Avenue and is approximately 60 feet southeast of the proposed project study area.
- Pre-School/Daycare facility (Kids Kare Owens Ranch) on Owens Mountain Parkway, west of Enterprise Canal, approximately 430 feet northwest of the proposed project study area.

Environmental Consequences (Questions a, b, c, and d in the table)

The main source of air pollution for the proposed project would occur as a result of construction activities and construction-related vehicle emissions. The proposed project is in an area of federal non-attainment for ozone and $PM_{2.5}$, and state non-attainment for ozone, $PM_{2.5}$, and PM_{10}. Under guidance from the City of Clovis and Caltrans, construction emissions were estimated using the Road Construction Emissions Model by the Sacramento Metropolitan Air Quality Management District, which is the accepted model for roadway projects throughout California. For the purpose of this analysis, it was assumed that construction would last 21 months for modeling purposes, the total proposed project area would be a total of 8 acres, and the maximum area disturbed per day would be 8 acres. It was also assumed that all on-road equipment used for the proposed project would be year 2010 or newer models, and all construction equipment would meet California Air Resources Board Tier 4 requirements for off-road equipment. Estimated criteria air pollutant emissions generated by the proposed project's construction and the applicable San Joaquin Valley Air Pollution Control District emissions thresholds are provided in Table 2.2.3-4. The proposed project would not exceed the San Joaquin Valley Air Pollution Control District thresholds for emissions during construction. In addition, construction activities would be temporary, lasting approximately 21 months, and would cease upon construction completion.

Table 2.2.3-4 Construction Emissions Predictions Summary

Pollutants	Project Construction Emissions: Tons Per Construction Period	Project Construction Emissions: Tons Per Year	San Joaquin Valley Air Pollution Control District Significance Thresholds (Tons Per Year)
NO_X	2.65	1.51	10
ROG	1.02	0.58	10
PM_{10}	15.86	9.06	15
$PM_{2.5}$	3.38	1.93	15
CO	19.70	11.26	100
SO_X	0.04	0.02	27

Source: Dewberry, 2022.

In Table 2.2.3-4, the conversions are based on 1 ton per 21 months equals 0.047 tons per month, which equals 0.57 tons per year. Emissions are rounded to the nearest hundredth.

The best management practices listed in Section 1.5 would be implemented to further minimize construction emissions. The sensitive receptors in the vicinity of the proposed project site would experience a brief exposure period, no more than 24 months. This exposure period is less than the two-year exposure period typically assumed for health risk analysis for small construction projects and the three-year exposure period assumed for PM10 and carbon dioxide hotspot analysis.

The proposed project would comply with the San Joaquin Valley Air Pollution Control District's rules and regulations and would implement construction best management practices, as described is Section 1.5. This would minimize construction-related emissions, which would not exceed the San Joaquin Valley Air Pollution Control District's thresholds as shown in Table 2.2.3-4. Therefore, the proposed project would not conflict with or obstruct implementation of a City of Clovis, County, or San Joaquin Valley Air Pollution Control District air quality management plan, nor state goals and regulations. This impact is considered less than significant.

Project-related odor emissions would be mostly limited to the construction period. Odors would be generated from vehicles and/or equipment exhaust emissions during construction, and may be unpleasant in the immediately surrounding areas. Such odors would be temporary and would cease at the end of each workday (equipment exhaust), or upon completion of a construction phase (paving). Therefore, odors would not affect a substantial number of people for an extended period of time.

Operations of the proposed project would not increase automobile capacity or create other permanent new sources of emissions. The proposed project would encourage the use of alternative modes of transportation for residents, visitors, and employees of the major employment centers within the City of Clovis. Therefore, the proposed project's operations would not conflict with or obstruct implementation of an applicable air quality plan, would not exceed air quality emissions thresholds, would not create a permanent increase in air pollutant emissions for sensitive receptors, or create any additional long-term air quality emissions or odors beyond what currently exists from the existing Enterprise Canal Trail, roadways, and land uses in the proposed project vicinity. Impacts would be less than significant.

2.2.4 Biological Resources

Considering the information in the Natural Environment Study-Minimal Impact dated January 2017, and the Addendum to the Natural Environment Study-

Minimal Impact dated November 2022, the following significance determinations have been made:

Question – Would the project:	CEQA Determination
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife, U.S. Fish and Wildlife Service, or National Oceanic and Atmospheric Administration Fisheries?	Less Than Significant Impact
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	No Impact
c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	No Impact
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	Less Than Significant Impact
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	No Impact
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	No Impact

Affected Environment

The biological study area is heavily disturbed and consists mostly of ruderal grassland, but also includes a small portion of pasture in the north, the State Route 168 corridor, and the Enterprise Canal; no natural communities are present. Aquatic features in the biological study area are limited to the Enterprise Canal, which flows northwesterly and is mostly concrete lined within the biological study area. The topography of the proposed project site is relatively flat, sloping gently east to west and ranging from 390 to 395 feet above mean sea level.

Surveys and Record Searches

A general biological survey of the biological study area was conducted on foot by a certified biologist in September 2016. The naturally occurring vegetation in the biological study area was classified according to the California Native

Plant Society's *A Manual of California Vegetation, Second Edition*. Dewberry conducted a site visit on November 2, 2022, to survey the revised biological study area.

Species lists were obtained from the U.S. Fish and Wildlife Service Information for Planning and Consultation website, the California Natural Diversity Database, and the California Native Plant Society Online Inventory.

Habitat Types

While no natural communities occur within the biological study area, other habitat types not considered natural include ruderal grassland, open water, pasture, and developed. Habitat types in the biological study area are summarized in Table 2.2.4-1.

Table 2.2.4-1 Natural Communities and Other Habitat Types in the Biological Study Area

Habitat Types	Acres
Natural Communities—None	0
Other Habitat Types—Ruderal Grassland	7.07
Other Habitat Types—Open Water (Enterprise Canal)	0.75
Other Habitat Types—Pasture	1.27
Other Habitat Types—Developed	5.02
Total	**14.11**

Source: LSA Associates, 2017.

Ruderal Grassland

The ruderal grassland community is likely a former natural community that has been subject to regular disturbance and now has a large component of ruderal (weedy) species. The vegetation that grows in these areas are plant species that are able to quickly colonize and can grow in poor soil and in soil that is often disturbed. In the biological study area, ruderal grassland totals 7.07 acres and occurs north of State Route 168 and in the median. Dominant plant species include wild oats (*Avena fatua*), field mustard (*Brassica rapa*), and San Joaquin tarweed (*Holocarpha obconica*). Also present are Russian thistle (*Salsola tragus*), curly dock (*Rumex crispus*), Italian ryegrass (*Festuca perennis*), foxtail barley (*Hordeum murinum leporidum*), ripgut brome (*Bromus diandrus*), and soft chess brome (*Bromus hordeaceus*).

The ruderal grassland community provides marginally suitable burrow and foraging habitat for western burrowing owls (*Athene cunicularia*), suitable foraging habitat for the Swainson's hawk (*Buteo swainsoni*), and suitable nesting and foraging habitat for the California horned lark (*Eremiphila alpestrisactia*).

Open Water

The open water community within the biological study area consists of the Enterprise Canal. While open water is normally considered a natural community, the Enterprise Canal is an agricultural irrigation canal that

functions and operates under strict management. Open water totals 0.75 acre within the biologocal study area.

Pasture

Pastureland, totaling 1.27 acres, is at the north end of the biological study area. The dominant plants in the community are wild oats, ripgut brome, and soft chess.

Developed Areas

The developed areas in the biological study area, totaling 5.02 acres, consist mainly of State Route 168 and the Enterprise Canal levees. A section of the Clovis Community Hospital complex is also present in the south end of the biological study area.

Plant and Wildlife Species

Plant Species

No state or federally listed, or proposed for listing, plant species occur in the biological study area. Many non-native species have been part of the California landscape for the past 150 years. The biological study area supports noxious weed species, including slender wild oats, ripgut brome, soft chess brome, yellow star thistle (*Centaurea solstitialis*), field bindweed (*Convolvulus arvensis*), Mediterranean mustard (*Hirschfeldia incana*), Italian ryegrass, Russian thistle, rose clover (*Trifolium hirtum*), and rattail fescue (*Vulpia myuros*). While most of these species are moderately invasive, one seriously invasive species—yellow star thistle—was found in the biological study area.

Wildlife Species

Three special-status wildlife species have the potential to occur within the biological study area: western burrowing owl, Swainson's hawk, and California horned lark.

Mammals observed during the September 2016 survey include the California ground squirrel (*Otospermophilus beecheyi*) and cottontail rabbit (*Sylvilagus* sp.). Other common species likely to occur in the biological study area are the coyote (*Canis latrans*), raccoon (*Procyon lotor*), striped skunk (*Mephitis mephitis*), and opossum (*Didelphis virginiana*). No additional species were observed in 2022.

Bird species observed during September 2016 survey include the mourning dove (*Zenaida macroura*), western scrub jay (*Aphelocoma californica*), American crow (*Corvus brachyrynchos*), and barn swallow (*Hirundo rustica*). These species were either observed overhead or within trees directly in or adjacent to the biological study area. Other common bird species expected to occur in the biological study area are the red-shouldered hawk (*Buteo lineatus*), band-tailed pigeon (*Columba fasciata*), western bluebird (*Sialia*

mexicana), European starling (*Sturnus vulgaris*), rock pigeon (*Columba livia*), American robin (*Turdus migratorius*), wild turkey (*Meleagris gallopavo*), and northern mockingbird (*Mimus polyglottos*). Several ground squirrel burrows of suitable size, piles of dirt, and debris were observed in the ruderal grassland but no sign of western burrowing owl presence (such as whitewash, prey remains, etc.) was observed. No additional species were observed in 2022.

No amphibians or reptiles were observed during the September 2016 survey. Amphibian species likely to occur in the biological study area are the pacific tree frog (*Pseudacris regilla*) and California toad (*Anaxyrus boreas halophilus*). Reptile species likely to occur in the biological study area are the western terrestrial garter snake (*Thamnophis elegans elegans*), western rattlesnake (*Crotalus oreganus*), common gopher snake (*Pituophis catenifer*), and western fence lizard (*Sceloporus occidentalis*). No additional species were observed in 2022.

Migration Corridor

Wildlife movement corridors are linear habitats that function to connect two or more areas of significant wildlife habitat. These corridors may function on a local level as links between small habitat patches (such as streams in urban settings) or may provide critical connections between regionally significant habitats (such as deer movement corridors). Wildlife corridors typically include vegetation and topography that facilitate the movements of wild animals from one area of suitable habitat to another to fulfill foraging, breeding, and territorial needs. These corridors often provide cover and protection from predators that may be lacking in surrounding habitats. Wildlife corridors generally include riparian zones and similar linear expanses of contiguous habitat.

The Enterprise Canal provides a minimally suitable migration corridor for wildlife. The canal levees provide a corridor for wildlife; however, the lack of vegetation, along with the State Route 168 crossing, reduces the likelihood of wildlife using the levees.

Aquatic Resources

The Enterprise Canal, totaling 0.75 acre, is the only aquatic feature within the biological study area. The Enterprise Canal flows northwesterly and is mostly concrete-lined in the biological study area. The sections that are not concrete-lined have mostly unvegetated, steep banks that appear to be maintained regularly via herbicide treatment. The section of the Enterprise Canal in the biological study area is a potential waters of the State or United States; however, it does not support wetlands.

Two other potential aquatic features—a Caltrans detention basin and roadside swales along State Route 168—were also evaluated; however, they were both determined not to support wetlands nor have a discernable

ordinary high water mark. Therefore, they are not considered aquatic features for the purposes of the proposed project.

Environmental Consequences (Questions a and d in table)

No state or federally listed or proposed plant species occur in the biological study area; therefore, no impacts would occur as a result of implementing the proposed project. The proposed project has the potential to affect three special-status wildlife species: western burrowing owl, Swainson's hawk, and California horned lark.

The ruderal grassland community provides marginally suitable burrow and foraging habitat for western burrowing owls, suitable foraging habitat for the Swainson's hawk, and suitable nesting and foraging habitat for the California horned lark. Several ground squirrel burrows of suitable size, piles of dirt, and debris were observed in the ruderal grassland; however, no signs of western burrowing owl presence (such as whitewash, prey remains, etc.) were observed. No additional species were observed in 2022. Impacts are considered less than significant. The proposed project would implement standard best management practices for species, such as preconstruction surveys.

Disturbance of migratory birds during their nesting season (February 1 to August 31) could result in "take," which is prohibited under the Migratory Bird Treaty Act and Section 3513 of the California Fish and Game Code. Fish and Game Code (Section 3503) also prohibits take or destruction of bird nests or eggs. Trees and shrubs in and adjacent to the proposed project area could provide nesting or resting areas for migratory birds. The proposed project would implement standard best management practices for migratory birds, such as preconstruction surveys. Impacts are considered less than significant.

During construction, the noise of the construction equipment could potentially deter wildlife from using the area, especially the Enterprise Canal and levees, for movement. However, construction activities would be temporary and activity would cease upon completion. Upon construction completion, the proposed project would not change the use of the existing canal levees north and south of State Route 168, nor would it change the migration barrier that currently exists. Impacts are considered less than significant in this regard.

Avoidance and Minimization Measures

BIO-1: The following measures shall be implemented to reduce potential impacts to western burrowing owls:

- Preconstruction surveys for western burrowing owl shall be conducted by a qualified biologist in accordance with California Department of Fish and Wildlife's 2012 Staff Report on Burrowing Owl Mitigation.

- If no burrowing owls are detected during the preconstruction survey, no further action is required.
- If burrowing owls are identified during the preconstruction survey, passive exclusion shall be implemented per California Department of Fish and Wildlife's 2012 Staff Report on Burrowing Owl Mitigation (including avoidance of occupied burrows during the breeding season from February 1 to August 31).
- Following construction, all fill slopes, temporary impact and/or otherwise disturbed areas shall be restored to preconstruction contours (if necessary) and revegetated with the native seed mix specified in Table BIO-1a. Invasive exotic plants will be controlled to the maximum extent practicable.

Table BIO-1a. Native Species Seed Mix

Scientific Name	Common Name	Rate (Pounds Per Acre)	Minimum Percent Germination
Artemisia douglasiana	Mugwort	2.0	50
Bromus carinatus	California brome	5.0	85
Elymus trachycaulus	Slender wheatgrass	2.0	60
Elymus X triticum	Regreen	10.0	80
Eschscholzia californica	California poppy	2.0	70
Hordeum brachyantherum	California barley	2.0	80
Lupinus bicolor	Bicolored lupine	4.0	80

Source: LSA Associates, 2017.

BIO-2: The following measures shall be implemented to reduce potential impacts to the Swainson's hawk:

- If work begins between February 1 and August 31, preconstruction surveys for Swainson's hawks shall be conducted by a qualified biologist in accordance with the Swainson's Hawk Technical Advisory Committee's Recommended Timing and Methodology for Swainson's Hawk Nesting Surveys in California's Central Valley.
- If nesting Swainson's hawks are found within the survey area, a qualified biologist shall evaluate the potential for the project to disturb nesting activities. The California Department of Fish and Wildlife shall be contacted to review the evaluation and determine if the project can proceed without adversely affecting nesting activities. The California Department of Fish and Wildlife shall also be consulted to establish protection measures such as buffers. Disturbance of active nests shall be avoided until it is determined by a qualified biologist that nesting is complete and the young have fledged, or that the nest has failed. If work is allowed to proceed, at a minimum, a qualified biologist shall be on-site during the start of construction activities during the nesting season to

monitor nesting activity. The monitor shall have the authority to stop work if it is determined the project is adversely affecting nesting activities.

- Worker environmental awareness training will be conducted by a qualified biologist for all construction personnel. This training instructs workers to recognize Swainson's hawks and their habitat(s).
- Brightly colored Environmentally Sensitive Area fencing (high-visibility fencing) shall be placed along the limits of work to prevent unnecessary encroachment into adjacent areas. Fencing shall be maintained in good condition, inspected weekly, for the duration of construction activities.
- Following construction, all fill slopes, temporary impact and/or otherwise disturbed areas shall be restored to preconstruction contours (if necessary) and revegetated with the native seed mix specified in Table BIO-1a. Invasive exotic plants will be controlled to the maximum extent practicable.

BIO-3: The following measures shall be implemented to reduce potential impacts to the California horned lark:

- If construction begins during the nesting season (February 1 to August 31), a survey for nesting California horned larks shall be conducted within the biological study area by a qualified biologist. The survey shall be conducted a maximum of 14 days prior to the start of construction.
- If nesting California horned larks are found within 100 feet of the project footprint during the survey, an initial setback of 100 feet from nesting areas shall be established and protected with Environmentally Sensitive Area fencing (high-visibility fencing). Environmentally Sensitive Area fencing shall be maintained, and inspected weekly, during the nesting season until construction is complete or the young have fledged, as determined by a qualified biologist.
- A qualified biologist shall evaluate the potential for the proposed work to disturb nesting activities considering the 100-foot setback. The evaluation criteria shall include, but are not limited to, the location/orientation of the nest, the distance of the nest to the work limits, the line of sight between the nest and the work limits, and the description of the proposed work.
- If the qualified biologist determines that the setback can be reduced, initial construction activities in the vicinity of the nest shall be monitored by a qualified biologist. If the biologist determines nesting is not affected by construction activities with the reduced setback, work can proceed. If it is determined that construction activities are adversely affecting the nesting birds with the reduced setback, all construction within 100 feet of a nest shall be halted until the biologist can establish an appropriate setback.
- Worker environmental awareness training shall be conducted by a qualified biologist for all construction personnel. The training shall instruct

workers about the purpose of Environmentally Sensitive Area fencing (high-visibility fencing) and the resources being protected.

BIO-4: The following seasonal work restrictions will be implemented during construction to minimize the potential take of nesting birds:

- If work must begin during the nesting season (February 1 to August 31), a qualified biologist shall survey all suitable nesting habitat in the biological study area for presence of nesting birds. This survey shall occur no more than 10 days prior to the start of construction. If no nesting activity is observed, work may proceed as planned. If an active nest is discovered, a qualified biologist shall evaluate the potential for the proposed project to disturb nesting activities. The evaluation criteria shall include, but are not limited to, the location/orientation of the nest in the nest tree, the distance of the nest from the biological study area, and line of sight between the nest and the biological study area.
- The California Department of Fish and Wildlife shall be contacted if it is determined the project will adversely affect nesting activities.
- If nesting birds are found, a qualified biologist shall be on-site weekly during construction activities to monitor nesting activity. The biologist shall have the authority to stop work if it is determined the project is adversely affecting nesting activities.

2.2.5 Cultural Resources

Considering the information in the Historic Property Survey Report and associated Archaeological Survey Report, dated July 2017, and Supplemental Historic Property Survey Report, Supplemental Archaeological Survey Report and the Finding of No Adverse Effect, dated June 2023, the following significance deteminations have been made:

Question – Would the project:	CEQA Determination
a) Cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5?	Less Than Significant Impact
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?	Less Than Significant Impact
c) Disturb any human remains, including those interred outside of dedicated cemeteries?	Less Than Significant Impact

Affected Environment

A cultural resource is a broad term that includes prehistoric, historic, and traditional cultural properties that reflect the physical evidence of past human activity across the landscape. Cultural resources, along with prehistoric and historic human remains and associated grave goods, must be considered under various federal, state, and local regulations, including the California Environmental Quality Act and National Historic Preservation Act of 1966. Cultural resources that are listed on, or eligible for inclusion in, the National

Register of Historic Places are also considered eligible for listing in the California Register of Historical Resources.

Record Searches

A literature search conducted by staff at the Southern San Joaquin Valley Information Center of the California Historical Resources Inventory System was completed on October 26, 2016. A second literature search was conducted by the staff at the Southern San Joaquin Valley Information Center of the California Historical Resources Inventory System in October 2022. The record search area encompassed the proposed project area of potential effects and a 1/4-mile radius buffer (study area). The results of the record searches identified six cultural resources within the record search radius. In addition, the Southern San Joaquin Valley Information Center identified a segment of the C.Todd Clark Residence (P-10-5017), C.Todd Clark Farm Complex (P-10-5820) and Enterprise Canal (P-10-5934), as within the area of potential effects.

Pedestrian Surveys

A pedestrian survey of the proposed project area was conducted on November 13, 2016 for all undeveloped ground surface areas within the original area of potential effects boundaries. No archaeological resources, historic or prehistoric, were observed during the survey.

A second pedestrian survey was conducted on November 20, 2022 within the revised area of potential effects boundaries. During the survey, all areas that were not paved were surveyed in 5-meter-wide transects for cultural constituents. Constraints to the survey included urban hardscape and safety considerations given the proximity of the highway. No cultural constituents were encountered during the survey. No human or faunal remains, no prehistoric or historic artifacts (50 years or older), and no midden soils suggestive of human occupation were encountered.

A third pedestrian survey, focused on the built environment, was conducted on May 3, 2023. One historical resource—the Enterprise Canal—is within the area of potential effects and is assumed eligible for the purposes of this proposed project with the Cultural Study Office concurrence.

Environment and Landscape

The landscape of the proposed project area is characterized as a broad, low-relief alluvial plain, with an elevation of 345 feet above mean sea level, gradually declining northward to approximately 108 feet near the point at which Fresno, Madera, and Merced counties all meet. Wide and low-gradient alluvial fans form a piedmont zone at the eastern side of the valley where it borders the Sierra Nevada Mountains. To the west, alluvial fans originating in the Coast Range are in comparison short and steep. The two sets of fans cause the San Joaquin River to flow in an offset course to the west, as the

waters are directed away from the valley's center by the Sierra Nevada alluvial deposits.

Geologic mapping shows the entire proposed project area of potential effects within the middle Pleistocene Riverbank Formation, which is estimated to be between 130,000 and 450,000 years old. Sediments consist of older and younger gravels from Riverbank depositions, in addition to alluvial silts that grade upward. The unit is capped by sands having a cobble conglomerate at the top. There are three members of the Riverbank Formation, but the lowest unit is not found near the area of potential effects.

Ethnography

Historically, the Yokuts people collectively inhabited the San Joaquin Valley as well as the eastern foothills of the Sierra Nevada from the Calaveras River southward to the Kern River. Ethnographers and linguists have traditionally divided Yokuts into three geographic groups, based on linguistic similarities and differences: Northern Valley, Southern Valley, and Foothill. The area of potential effects is somewhat closer to the area historically occupied by the Northern Valley Yokuts according to Kroeber, who suggested that they lived along the San Joaquin River. The territory of the northern Yokuts tribes extended southward from the Calaveras River to the upper San Joaquin River and from the crest of the Coast (Diablo) Range east to the Sierra Nevada foothills.

The Northern Valley Yokuts consisted of 11 or more tribes, each containing 300 or so people. Most members lived within a single settlement that often had the same name as the political unit. These were generally established on low rises along the major watercourses. The eastern side of the San Joaquin River was more heavily populated than the land to the west of the river, due to greater water availability. A village generally contained at least three types of structures—oval single-family dwellings made of tule, ceremonial chambers, and sweathouses.

The fundamental economy of the Yokuts was subsistence fishing, hunting, and collecting plant foods. Acorns, collected in the fall and then stored in granaries, were a staple food. During the fall and spring runs, salmon was a dietary mainstay. Wildfowl, such as geese and ducks, were also an important staple. Additional dietary plant parts included seeds, berries and tule roots. Large game included deer, elk, antelope, and black bears.

A wide variety of tools, implements, and enclosures were used by the Northern Valley Yokuts to gather, collect, and process food resources. These included bow and arrows, nets, traps, slings, and blinds for hunting land mammals and birds; also used were harpoons, hooks, and nets, as well as tule rafts. Sharpened digging sticks and woven tools (seed beaters, burden baskets, and carrying nets) would have been used to collect plant resources and a variety of implements (stone mortars and pestles, bedrock and portable

mortars, stone knives, and bone tools) used for processing resources. The Northern Valley Yokuts traded with neighboring groups for bows and arrows, baskets, shell ornaments and beads, obsidian, and mussels and abalone.

The San Joaquin Valley was never settled during the Spanish and Mexican periods, but influences from the coastal missions and presidios were felt inland by the late 1700s. By 1805, Northern Valley Yokuts were transported to the San José, Santa Clara, Soledad, San Juan Bautista, and San Antonio missions that were established during the Spanish era. Later, disease and military raids claimed many lives during the Mexican period, followed by displacement during the early American Period by gold seekers and farmers.

Prehistoric Setting

Paleoindian and Lower Archaic Periods (11,500-5,550 CAL B.C.)

Few archaeological sites that predate 5,000 years ago have been discovered in the region. Near the end of the Pleistocene (approximately 9,050 cal B.C.) and during the early Middle Holocene (approximately 5,550 cal B.C.), there were periods of climate change and associated alluvial deposition throughout the central California lowlands. Recent geoarchaeological studies have verified that large segments of the Late Pleistocene landscape were removed or buried by periodic episodes of deposition or erosion during the Middle Holocene. This confirms hypotheses that Paleoindian and Lower Archaic sites were buried during the last 5,000 to 6,000 years by deposits of Holocene alluvium up to 10 meters thick along the lower stretches of the Sacramento River and San Joaquin River drainage systems.

Archaeological evidence for the Paleoindian Period is scant, composed mostly of fluted projectile points. The Lower Archaic Period is also mainly represented by isolated finds, such as at the Tulare Lake basin in the southern San Joaquin Valley. As a consequence of the natural alluvial deposition processes, only one site on the valley floor has produced cultural material dating to this period, and featured stone tools, remains of birds, fish and shellfish but no plant remains or milling tools. At two Lower Archaic Period sites in the foothills of Calaveras County, abundant handstones and milling slabs have been recovered.

Middle Archaic Period (5,550-550 CAL B.C.)

Middle Archaic Period archaeological sites are more common in the foothills, particularly in buried contexts between circa 4,050 and 2,050 cal B.C., and are relatively scarce on the valley floor due to burial by natural processes. The change in climate and rising sea levels at the start of the Middle Holocene led to the development of the extensive marshland known as the Sacramento–San Joaquin Delta.

The archaeological record indicates groups followed a seasonal foraging strategy and exploited a wide range of natural resources, including a variety

of large and small mammals, fish, waterfowl, and plant resources. It is also likely that groups occupied higher elevations in the summer and shifted to lower elevations during the winter, and that residential stability along river corridors within the Central Valley increased during this period. Faunal remains recovered from Middle Archaic sites include tule elk, deer, pronghorn, and rabbits, while fish remains include salmon, sturgeon, and smaller fishes. Seeds or acorns also formed an important part of the diet during this period, and milling implements found at sites include grinding slabs and handstones, as well as mortars and pestles.

Spears, angling hooks, composite bone hooks, and baked clay artifacts that may have been used as net or line sinkers represent the variety of fishing implements found at sites dating to this period. Other baked clay items include pipes and discoids, as well as cooking "stones." Impressions of twined basketry, bone tools, shell beads, and ground and polished charmstones have also been recovered. A variety of grave goods accompanied burials in cemetery areas, which were separate from habitation areas.

The presence during the Middle Archaic of an established trade network is indicated by a variety of exotic cultural materials, including obsidian tools, quartz crystals, and Olivella shell beads.

Upper Archaic Period (550 CAL B.C.-CAL A.D. 1100)

The Upper Archaic Period features more specialized technology, with innovations and new types of bone tools, Olivella shell beads, Haliotis ornaments, charmstones, and ceremonial blades. An abundance of grinding tools (mortars and pestles) and plant remains, accompanied by a decrease in slab milling stones and handstones, indicates a shift to a greater reliance on acorns as a dietary staple during the Upper Archaic Period.

A wide variety of natural resources were exploited during this period. Subsistence strategies varied regionally, focusing on seasonally available resources suited for harvesting in bulk, such as salmon, shellfish, deer, rabbits, and acorns. Numerous large shell mounds dating to this period are located near freshwater or saltwater and indicate exploitation of aquatic resources was relatively intensive. The accumulations of cultural debris and habitation features, such as rock-lined ovens, house floors, burials, hearths, and fire-cracked rock, reflect long-term residential occupation.

In the western margins of the San Joaquin Valley, discrete cemeteries date to the Upper Archaic Period. In the southern San Joaquin Valley, villages on the shores of Buena Vista Lake were occupied year-round. Trade in marine shell beads and obsidian, among other items, continued to be important.

Emergent/Late Prehistoric Period (CAL A.D. 1100-Historic Contact)

The archaeological record in the Central Valley for the Emergent or Late Prehistoric Period documents an increase in the diversity and number of

artifacts and in the number of archaeological sites. Along with an increase in sedentism (living in one place for a long time) and population that led to the development of social stratification, with an elaborate ceremonial and social organization, a number of cultural innovations shaped the Emergent Period. These include the introduction of the bow and arrow and more diverse fishing equipment (bone fish hooks, harpoons, and gorge hooks). Fishing, hunting, and gathering plant foods continue as the emphasis of subsistence practices, including intensive harvesting of acorns and an increased focus on fishing. Hopper mortars and shaped mortars and pestles, as well as bone awls used for producing coiled baskets, are common. Locally made Cosumnes Brownware has been recovered from some sites in the lower Sacramento Valley, while pottery in the Tulare basin was obtained through trade. Baked clay balls, probably used for cooking in the absence of stone, remain common.

Ceremonial and ritual items include flanged tubular pipes and baked clay effigies representing humans and animals. Clamshell disk beads were used as currency and accompanied the development of extensive exchange networks. Mortuary practices included flexed burials, the cremation of high-status individuals, and pre-interment burning of offerings in grave pits. Overall, the cultural patterns known from historic period Native American groups inhabiting the Central Valley are reflected in the subsistence and land use patterns practiced during the Emergent Period.

Local History

Fresno County was formed in 1856 from parts of Mariposa, Merced, and Tulare counties. Fresno is Spanish for “ash tree,” and it received the name in recognition of the abundance of the shrubby local Ash, *Fraxinus dipetala*, growing along the San Joaquin River.

Beginning with the 1850s Gold Rush, timber became an important economic resource for the county. The county’s first sawmill was constructed in the foothill mining district. Placer mining camps developed along the upper Fresno and San Joaquin rivers. By the late 1870s, a stage road that passed through Fresno Flats and Coarsegold had been constructed from Madera to Yosemite Valley.

After the Southern Pacific line of the Central Pacific Railroad was completed through the county in 1872, the ability to transport lumber long distances further fueled the regional economy. To meet the demand for lumber, and to facilitate the transportation of cut trees to the railroad, a 63-mile flume was constructed. During the 1880s, residents brought irrigation, electricity, and extensive agriculture to the Fresno area. Moses Church developed the first canals, called “Church Ditches,” for irrigation. These canals allowed extensive cultivation of wheat. Francis Eisen, leader of the wine industry in Fresno County, also began the raisin industry in 1875. A.Y. Easterby and Clovis Cole (also known as the “Wheat King of the Nation”) developed extensive grain

and cattle ranches. In more recent times, cotton became a major crop in Fresno and the southern San Joaquin Valley, but recent drought and lower demand have lessened cotton's importance to the local economy. The discovery of oil in the western part of the county, near the town of Coalinga at the foot of the Coast Ranges, brought about an economic boom in the 1900s. By 1910, Coalinga Oil Field was the most productive oil field in California.

Clovis began in 1881, as a conscious effort by residents of Fresno. These people raised the sum of $100,000 to build a freight stop along the San Joaquin Valley Railroad to bring products from the eastern part of the valley onward. Clovis became an important lumber milling center, which brought with it jobs, retail and other businesses. The town was incorporated in 1912. Clovis founder Marcus Pollasky proposed that the railroad should go through the area and was instrumental in raising funds for the Clovis rail stop. The keys to Clovis' growth were both the railroad and a 42-mile-long log flume, the Shaver Lake (or Fresno Lumber) Flume, which led down from the Sierra Nevada Mountains at Shaver Lake toward Clovis.

Project Area History

Aerial photographs going back to 1962 and historic topographic maps dating back to 1923 show the area of potential effects as rural and occupied by farms; although in recent years, surrounding areas have been developed with large roads and suburban housing tracts. The biggest recent changes to the area of potential effects were the construction of State Route 168 between 1998 and 2002, along the right-of-way formerly occupied by Tollhouse Road, the development of the Clovis Research and Technology Park at the eastern boundary of the area of potential effects around 1998, and the construction of the Clovis Community Hospital complex to the south of the area of potential effects around 1988.

Historically, the area of potential effects was occupied by a portion of the 3,200-acre ranch belonging to the Wesley Potter family. Potter, like other ranchers of the area in this period, was a sheepherder and claimed the land in the 1870s. However, the nature of Potter's agricultural business changed after 1875, when the then-newly built Enterprise Canal changed hands due to a water rights lawsuit won by the Fresno Canal and Irrigation Company. The latter company leased irrigation rights to the landowners along the route of the Enterprise Canal. Access to water made it possible for Potter and others to switch from raising sheep on the dry plain to growing grain and grapes for raisins, in addition to planting fruit orchards.

In the early 1900s, Potter started leasing his property and, by 1913, had either sold his lands or deeded them to his wife and daughters. The economy of this area also changed toward the end of the nineteenth century after the construction of the Fresno Lumber Flume, whose operation required substantial manpower to clear log jams and repair the constantly leaking structure. On the north side of what is now State Route 168, an earlier cultural

resources study discovered the remains of the Reverend C. Todd Clark farm complex, adjacent to the proposed project's area of potential effects. Clark married one of Potter's daughters and moved into the home in 1920. The family farm produced a variety of fruits and raised livestock. Irrigation water for their, as well as the Potter, farm was taken from the nearby Enterprise Canal.

The Enterprise Canal is 36.5 miles long and sits within the cities of Fresno and Clovis in Fresno County. It was constructed in multiple stages beginning in the late nineteenth century to irrigate agricultural land in the northeast areas of Fresno and Clovis. The head gate is located on the Gould Canal, which is near central Fresno and is fed from the Kings River. The Enterprise Canal empties into Herndon Canal in north Fresno.

The Enterprise Canal is currently part of the Fresno Irrigation District. The earliest known parent company to construct the Enterprise Canal was the Enterprise Canal Company, which eventually sold the canal to the Fresno Canal Irrigation Company (also known as the Fresno Canal and Land Corporation), which became the Fresno Irrigation District in 1921.

Environmental Consequences (Questions a, b, and c in the table)

Substantial adverse change in the significance of a historical resource means the physical demolition, destruction, relocation, or alteration of the resource, or its immediate surroundings, such that the significance would be materially impaired. The C. Todd Clark Residence (P-10-5017) and C. Todd Clark Farm Complex (P-10-5820) were identified by the Southern San Joaquin Valley Information Center as within the area of potential effects. However, the C.Todd Clark Residence (P-10-5017) is included as part of the C.Todd Clark Farm Complex (P-10-5820), and the location for C.Todd Clark Residence (P-10-5017) is incorrectly mapped on the Southern San Joaquin Valley Information Center geographic information systems record search results map and is actually located outside of the area of potential effects; the location was verified by field observations. The C.Todd Clark Farm Complex (P-10-5820) is outside the proposed project area of direct impact.

A segment of the Enterprise Canal (P-10-5934) is within the area of potential effects. This resource is assumed eligible for the National Register of Historic Places for the purposes of this proposed project, so it is considered a historic resource for the purposes of the California Environmental Quality Act. The Enterprise Canal is significant because of its association with important historical events and trends, such as agriculture, of Fresno County.

The Enterprise Canal is outside of the proposed project's area of direct impact. The proposed project would conform to the area along the canal levee vicinity, south of State Route 168, but would avoid the canal itself. Excavation would be minimal and would not result in a physical impact to the canal. Potential impacts to the Enterprise Canal from heavy equipment use

and pile driving during construction could result in physical destruction or damage to the structure through vibration. However, the construction contract would include the 2013 Transportation and Construction Vibration Guidance Manual, requiring conditions and vibrational restrictions to avoid impacts to the historic resource. Therefore, the proposed project would not cause a substantial adverse change in the significance of a historical resource, and there would be a less than significant impact on historical resources.

No prehistoric or historic archaeological resources were observed within or adjacent to the area of potential effects during the background research or observed during the pedestrian surveys on November 13, 2016 and November 20, 2022. The area of potential effects has a low potential to encounter buried archaeological deposits during construction. Geoarchaeological research indicates that the probability of discovery of buried archaeological deposits in the underlying sediments is very low because the soils are mapped as Pleistocene and predate human arrival. Therefore, the likelihood of encountering previously undocumented buried archaeological deposits in the proposed project site is considered low, and proposed project impacts are considered less than significant. Nonetheless, there remains a chance that construction activities associated with the proposed project could result in unanticipated discovery of archaeological resources; therefore, avoidance and minimzation measure CUL-1 has been provided in the event of an unanticipated discovery of archaeological resources during construciton.

No formal cemeteries or human remains were identified during the field investigation, and no burial sites are likely to be encountered during construction activities. Proposed project impacts are less than significant. However, in the event of an unanticipated discovery of human remains during construciton, avoidance and minimization measure CUL-1 has been provided.

Avoidance and Minimization Measures

CUL-1: If subsurface deposits believed to be cultural or human in origin are discovered during construction, all work must halt within a 100-foot radius of the discovery. Depending on the nature of the find, a qualified professional archaeologist, meeting the Secretary of the Interior's Professional Qualification Standards for prehistoric or historic archaeology, shall be retained to evaluate the significance of the find and shall have the authority to modify the no-work radius as appropriate, using professional judgment. The following notifications shall apply, as necessary:

- If the professional archaeologist determines that the find does not represent a cultural resource, work may resume immediately and no agency notifications are required.
- If the professional archaeologist determines that the find does represent a cultural resource from any time period or cultural affiliation, he or she shall

immediately notify the lead agency. If the find is determined to be eligible for inclusion in the National Register of Historic Places or California Register of Historic Resources, the lead agency shall consult on a finding of eligibility and implement appropriate treatment measures. Work may not resume within the no-work radius until the lead agency, through consultation as appropriate, determines either (1) that the site is not eligible for the National Register of Historic Places or California Register of Historic Resources, or (2) that the treatment measures have been completed to its satisfaction.

- If the find includes human remains, or remains that are potentially human, he or she shall ensure reasonable protection measures are taken to protect the discovery from disturbance (Assembly Bill 2641). The archaeologist shall notify the Fresno County Coroner (in accordance with Section 7050.5 of the Health and Safety Code). The provisions of Section 7050.5 of the California Health and Safety Code, Section 5097.98 of the California Public Resources Code, and Assembly Bill 2641 will be implemented.
- If the Coroner determines the remains are Native American and not the result of a crime scene, the Coroner will notify the Native American Heritage Commission, which then will designate a Native American Most Likely Descendant for the project (Section 5097.98 of the Public Resources Code). The designated Most Likely Descendent will have 48 hours from the time access to the property is granted to make recommendations concerning treatment of the remains. If the landowner does not agree with the recommendations of the Most Likely Descendant, the Native American Heritage Commission can mediate (Section 5097.94 of the Public Resources Code). If no agreement is reached, the landowner must rebury the remains where they will not be further disturbed (Section 5097.98 of the Public Resources Code). This will also include either recording the site with the Native American Heritage Commission or the Southern San Joaquin Valley Information Center, using an open space or conservation zoning designation or easement, or recording a reinternment document with the county in which the property is located (Assembly Bill 2641). Work may not resume within the no-work radius until the lead agencies, through consultation as appropriate, determine that the treatment measures have been completed to their satisfaction.

2.2.6 Energy

Considering the information in the Mini-Preliminary Environmental Analysis Report dated May 2018 and the Energy section of the Caltrans Standard Environmental Reference dated January 2023, the following significance determinations have been made:

Question – Would the project:	CEQA Determination
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	Less Than Significant Impact
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	No Impact

Affected Environment

In 1975, the California State Legislature adopted Assembly Bill 1575 in response to the oil crisis of the 1970s. Public Resources Code Section 21100(b)(3) and California Environmental Quality Act Guidelines Appendices F and G require a description of the wasteful, inefficient, and unnecessary consumption of energy caused by a project. Both sources aim to focus on conservation of energy by ensuring projects consider the efficiency of energy use.

Energy resources include electricity, natural gas, fossil fuels, and other fuels. The production of electricity requires the consumption or conversion of energy stored in natural resources such as water, wind, oil, gas, coal, solar radiation, certain minerals (for nuclear power), and geothermal energy. Production of energy and energy use both result in pollution and depletion of these renewable and nonrenewable resources. The use of energy from transportation facilities in the vicinity of the proposed project is currently caused by vehicles traveling on Tollhouse Road, Medical Center Drive, State Route 168, North Temperance Avenue, and Owens Mountain Parkway.

Pacific Gas and Electric is the main provider of electric service and natural gas in the City of Clovis. According to the California Energy Commission, the total estimated usage for both residential and non-residential uses for Fresno County was approximately 8,017 million kilowatt hours in 2020. Of the 8,017 million kilowatt hours consumed, approximately 3,101 million kilowatt hours were from residential use and approximately 4,916 million kilowatt hours were from non-residential use. The California Energy Commission does not provide approximate energy usage data for only the City of Clovis.

Environmental Consequences (Question a in table)

Temporary increases in energy use may occur during construction because traffic control and proposed lane closures may increase travel time for the motor vehicles on nearby roadways, including the State Route 168/Owens Mountain Parkway intersection, State Route 168/North Temperance Avenue interchange, Owens Mountain Parkway, and Tollhouse Road.

Energy in the form of gasoline and diesel fuel would be consumed by large construction equipment and worker vehicles during the construction period. During construction, workers would commute to the construction site; however, workers are anticipated to come from the City of Clovis and

surrounding communities. Diesel equipment would be used during construction; however, compliance with federal, state, and local regulations (for example, limit engine idling times, require the recycling of construction debris) would reduce short-term energy demand during the proposed project's construction. All standard best management practicess to minimize energy waste would be implemented to limit idling times and require equipment to meet current standards. Construction of the proposed project would not result in wasteful or inefficient use of energy. Therefore, impacts would be less than significant.

The proposed project would improve connectivity of the pedestrian and bicycle network in the City of Clovis, as identified and planned for in the City of Clovis General Plan, City of Clovis Active Transportation Plan, Fresno County Regional Trails Plan, Fresno County Regional Bicycle and Recreational Trails Master Plan, Fresno County Active Transportation Plan, and Fresno Council of Governments' Regional Transportation Plan/Sustainable Communities Strategy. The proposed project would not induce changes such that the surrounding land uses would be altered beyond what is currently planned by the City of Clovis and County.

The proposed project would not result in the increase of roadway capacity, increase in average daily travel, or increase of vehicle miles traveled. Rather, the proposed project would provide facilities to encourage the use of alternative modes of transportation between the commercial and residential areas to the north of State Route 168 and the Clovis Community Hospital complex and residential areas to the south. The proposed project's intent is to reduce average daily travel and vehicle miles traveled through conversion of these trips to bicycle or pedestrian trips for residents, visitors, commuters, and patrons of the Clovis Community Hospital complex.

Lighting would be required for the proposed project along the path; however, the lighting would meet federal and state requirements for energy efficiency. In addition, the electricity required for the lighting would come from the existing grid and would not result in an increase in energy needs beyond what the existing electrical grid provides.

Therefore, the proposed project would not create new energy demand from operation nor would it require the creation of new energy sources. Impacts would be less than significant.

2.2.7 Geology and Soils

Considering the information in the California Geological Survey's Geological Map of California accessed January 2023, the California Geological Survey Fault Activity Map of California accessed January 2023, University of California Museum of Paleontology collections database received January 2023, 2017 Paleontological Identification Report, Natural Environment Study-

Minimal Impact dated January 2017, and the Addendum to the Natural Environment Study-Minimal Impact dated November 2022, the following significance determinations have been made:

Question – Would the project	CEQA Determination
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving: i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	Less Than Significant Impact
ii) Strong seismic ground shaking?	Less Than Significant Impact
iii) Seismic-related ground failure, including liquefaction?	No Impact
iv) Landslides?	No Impact
b) Result in substantial soil erosion or the loss of topsoil?	Less Than Significant Impact
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	No Impact
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	Less Than Significant Impact
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	No Impact
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	Less Than Significant Impact

Affected Environment

Geology and Seismicity

The proposed project is in the City of Clovis in Fresno County, within the San Joaquin Valley; the foothills of the Sierra Nevada begin east of the City of Clovis. The San Joaquin Valley is the southernmost of two valleys that make up the Great Valley geomorphic province, an alluvial plain approximately 400 miles long and 50 miles wide. The San Joaquin Valley consists of several thousand feet of marine and non-marine sedimentary rock derived from erosion of the Coast Ranges, to the west, and the Sierra Nevada, to the east, over the last 200 million years. The topography in the proposed project area is relatively flat, sloping gently east to west and ranging from 390 to 395 feet

above mean sea level. The proposed project lies in the geological map unit Qoa. This unit includes older alluvium, lake, playa, and terrace deposits.

The potential for seismic ground shaking in California is expected. As a result, the State requires special design considerations for all structures in accordance with the seismic design provisions in the California Building Code. The City of Clovis, and therefore the proposed project site, sits within Seismic Zone 3. According to the California Geological Survey, Seismic Zone 3 is an area that can expect to experience ground motion of low severity.

The proposed project site is not within an Alquist-Priolo Fault-Rupture Hazard Zone and is not on a known fault. The Clovis Fault, the nearest fault to the proposed project area, is approximately 2 miles northeast. The Clovis Fault is not mapped as active; it is mapped as showing no recognized displacement in the Quaternary Period, that is, within the last 1.6 million years. There are no other faults within 50 miles of the proposed project site.

Soils

There are two types of soils present in the proposed project site: Ramona sandy loam, 0 to 2 percent slopes; and San Joaquin loam, 0 to 3 percent slopes. Most of the proposed project site is composed of Ramona sandy loam. This series is composed of well-drained soils that have predominantly sandy loam subsoil and are found on low alluvial terraces. This is a typically well-drained soil with subsoil that has a moderately slow permeability. Ramona sandy loam is not considered a hydric soil.

San Joaquin loam is found in the northern portions of the proposed project site and is known to have a very slow permeability; however, the water-holding capacity is commonly low due to the small clayey horizon over the hardpan. Although a hardpan is associated with this soil type, San Joaquin loam is not considered a hydric soil.

Paleontology

Paleontological resources are the fossilized evidence of organisms preserved in the geological (rock) record. Fossils are considered non-renewable resources that are protected by federal, state, and local laws and regulations. Sedimentary rocks, and some volcanic and metamorphic rocks, have the potential to yield significant fossiliferous deposits. The paleontological potential can initially be assessed by determining the age of surficial and underlying geologic materials associated with sediments that will be disturbed during construction of a project. As determined from geologic maps of the proposed project area, geologic materials underlying the footprint of the proposed project are identified as the Pleistocene Riverbank Formation. These sediments consist of an upper layer of hardpan that is underlain by a coarse-grained channel and overbank deposits. According to an evaluation conducted by the University of California Museum of Paleontology, no fossil localities were identified within a 5-mile radius of the proposed project. Based

on the 2017 Paleontological Identification Report prepared by the City of Clovis by Cogstone Resource Management, Incorporated, excavation associated with the proposed project has low potential to encounter scientifically significant fossils.

Environmental Consequences (Questions a, b, d, and f in the table)

The proposed project site is not within an Alquist-Priolo Fault-Rupture Hazard Zone and is not on a known fault; therefore, fault rupture would not occur within the proposed project site.

As mentioned above, the nearest fault, the Clovis Fault, is approximately 2 miles northeast of the proposed project and is mapped as not active. The City of Clovis is in Seismic Zone 3, which is considered an area of relatively low severity of ground shaking. The proposed project would bring construction workers to the site; however, it is anticipated that these workers would come from the City of Clovis and surrounding areas. Therefore, construction of the proposed project would not increase the number of people exposed to seismic events. Upon construction completion, the proposed project would improve connectivity for active transportation to the north and south of State Route 168. The proposed bridge structure spanning State Route 168 would meet current structural and geometric standards, including the current Caltrans Seismic Design Criteria and California Building Code.

Soil types present at the proposed project site are not characteristic of moderate or severe soil erosion potential. The proposed project would comply with federal, state, and local rules, regulations, and requirements. The proposed project would implement best management practices pertaining to erosion control prevention. Best management practices could include the use of temporary large sediment barriers and fiber rolls to prevent the loss of topsoil. In addition, the proposed project would develop a Stormwater Pollution Prevention Plan, as part of the National Pollutant Discharge Elimination System General Construction permit.

According to the U.S. Department of Agriculture's Web Soil Survey, both soil types present in the proposed project site—Ramona sandy loam and San Joaquin loam—are in hydrologic soil group C. Soils in this group have moderately high runoff potential when thoroughly wet and typically have between 20 and 40 percent clay. Also, soils with moderately high to high expansion potential are located outside of City of Clovis limits, north and east of the proposed project site in the City of Clovis' non-sphere of influence Plan Area. The proposed project site is within the City of Clovis limits and therefore can be expected to not have moderate or high expansion potential. The proposed project is within an area of existing roadways and buildings (residential and commercial), so it would not increase the risk of life or property beyond what already exists.

The proposed project is within geologic unit Qoa, a Pleistocene-age geologic formation made up of older alluvium, lake, playa and terrace deposits. According to an evaluation conducted by the University of California Museum of Paleontology, no fossil localities were identified within a 5-mile radius of the proposed project. Based on the 2017 Paleontological Identification Report prepared by the City of Clovis by Cogstone Resource Management, Incorporated, excavation associated with the proposed project has low potential to encounter scientifically significant fossils. The proposed project site is considered to have low sensitivity for paleontological resources, so the proposed project would result in less than significant impacts. Nonetheless, there remains a chance that construction activities associated with the proposed project could result in unanticipated discovery of paleontological resources; therefore, avoidance and minimization measure GEO-1 has been provided in the event of an unanticipated discovery of paleontological resources during construction.

Avoidance and Minimization Measures

GEO-1: If paleontological resources are discovered during earth-moving activities, the construction crew shall immediately cease work in the vicinity of the find and shall notify Caltrans, the City of Clovis Public Works Department, and the City of Clovis Planning Department. The City of Clovis shall retain a qualified paleontologist to evaluate the resource and prepare a mitigation plan in accordance with the most recent Society of Vertebrate Paleontology guidelines. The mitigation plan will include, but is not limited to, a field survey, construction monitoring, sampling and data recovery procedures, museum storage coordination for any specimen recovered, and a report of findings, depending on the resources identified during construction. Recommendations determined by the qualified paleontologist and the City of Clovis, based on the resources identified, will be implemented before construction activities can resume in the vicinity of the paleontological discovery.

2.2.8 Greenhouse Gas Emissions

Considering the information in the Air Quality Technical Memorandum dated November 2022, the following significance determinations have been made:

Question – Would the project	CEQA Determination
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	Less Than Significant Impact
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	Less Than Significant Impact

Affected Environment

Human activities generate greenhouse gases consisting primarily of carbon dioxide, methane, nitrous oxide, tetrafluoromethane, hexafluoroethane, sulfur hexafluoride, various hydrofluorocarbons, halocarbons, and ozone. Carbon

dioxide is the most abundant greenhouse gas; while it is a naturally occurring and necessary component of Earth's atmosphere, fossil-fuel combustion is the main source of additional, human-generated carbon dioxide that is the main driver of climate change. In the United States and in California, transportation is the largest source of greenhouse gas emissions, mostly carbon dioxide.

These greenhouse gases trap solar radiation and the Earth's own radiation, preventing it from passing through the Earth's atmosphere and into space, resulting in the "greenhouse effect." Greenhouse gases are vital to life on Earth since they help keep our planet a suitable temperature; however, increasing greenhouse gas concentrations are causing an increase in average global temperatures. In general, methane has 21 times the warming potential of carbon dioxide, and nitrous oxide has 310 times the warming potential of carbon dioxide. Carbon dioxide equivalent represents carbon dioxide plus the additional warming potential from methane and nitrous oxide. The common unit of measurement for carbon dioxide equivalent is metric tons. As the average temperature of the Earth increases, climate patterns may be affected, including changes in precipitation patterns and storm intensity, accumulation of snowpack, and intensity and duration of spring snowmelt, as well as intensity in low precipitation and droughts. Human-made greenhouse gas emissions occur mostly through the combustion of fuels, mainly associated with transportation, residential energy, and agriculture.

California's main legislation for reducing greenhouse gas emissions is the California Global Warming Solutions Act (Assembly Bill 32), which set a goal for the state to reduce greenhouse gas emissions to 80 percent of 1990 emission levels by 2050. The California Air Resources Board, among other state agencies, has enacted regulations to achieve these targets. In 2008, the California Air Resources Board adopted a Climate Change Scoping Plan, which contained strategies to achieve reduction of approximately 21.7 percent from the State's projected 2020 carbon dioxide equivalent emission levels under a business-as-usual scenario. In December 2022, the California Air Resources Board finalized the 2022 Scoping Plan for Achieving Carbon Neutrality, which lays out a path to achieve targets for carbon neutrality and reduce anthropogenic greenhouse gas emissions by 85 percent below 1990 levels no later than 2045, as directed by Assembly Bill 1279.

The proposed project is within the San Joaquin Valley Air Pollution Control District boundaries. The San Joaquin Valley Air Pollution Control District has primary responsibility for compliance with the federal and state standards (listed in Tables 2.2.3-1 and 2.2.3-2, in Section 2.2.3, Air Quality) for greenhouse gas emissions. In 2008, the San Joaquin Valley Air Pollution Control District adopted its Climate Change Action Plan, which includes guidance for determining significance of greenhouse gas emissions; projects implementing any combination of best management practices, also known as best practice standards, and/or demonstrating a total 29 percent reduction in

greenhouse gas emissions from business-as-usual, would be determined to have a less than significant individual and cumulative impact for greenhouse gas emissions. Furthermore, such projects would not require quantification of project-specific greenhouse gas emissions. Projects not implementing best management practices would require quantification of project-specific greenhouse gas emissions and demonstration of at least a 29 percent reduction/mitigation in greenhouse gas emissions from business-as-usual to reach determination of a less than significant individual and cumulative impact for greenhouse gases.

The San Joaquin Valley Air Pollution Control District is currently in federal and state non-attainment for ozone. As shown in Table 2.2.3-3, the San Joaquin Valley Air Pollution Control District has prepared plans to address regional non-attainment for ozone. The City of Clovis has not adopted a qualified greenhouse gases reduction plan; however, the Fresno Council of Governments adopted its second Regional Transportation Plan/Sustainable Communities Strategy in 2018 to achieve the regional per capita passenger vehicle greenhouse gas reduction targets of Senate Bill 375. In 2019, the California Air Resouces Board accepted the Fresno Council of Governments' determination that the second Regional Transportation Plan/Sustainable Communities Strategy would achieve the region's greenhouse gas target of 10 percent per capita reduction by 2035 relative to 2005 levels when implemented.

Environmental Consequences (Questions a and b in table)

Greenhouse gas emissions impacts on non-capacity-increasing projects like the proposed project, a bicycle/pedestrian Class 1 overcrossing spanning State Route 168, are considered less than significant under the California Environmental Quality Act because there would be no increase in operational emissions. However, construction activities, such as site preparation, site grading, on-site heavy-duty construction vehicles, equipment hauling materials to and from the site, and motor vehicles transporting the construction crew would produce emissions from various sources. During project construction, greenhouse gases would be emitted through the operation of construction equipment, from worker vehicles, and from supply vendor vehicles, each of which typically uses fossil-based fuels to operate.

Under guidance from the City of Clovis and Caltrans, construction emissions were estimated using the Road Construction Emissions Model by the Sacramento Metropolitan Air Quality Management District, which is the accepted model for roadway projects throughout California. The proposed project's construction activity would result in a maximum of 23,328 pounds of carbon dioxide equivalent emitted per day, for a total of approximately 1,955 metric tons of carbon dioxide equivalent over the 21-month construction period. The proposed project would implement best management practices, as listed in Section 1.5, during construction activities. Therefore, equipment efficiency would be maximized during the construction phase.

The San Joaquin Valley Air Pollution Control District does not have specific thresholds for construction; however, San Joaquin Valley Air Pollution Control District's Climate Change Action Plan states that projects implementing any combination of best management practices would be determined to have a less than significant individual and cumulative impact for greenhouse gas emissions. In addition, the proposed project would be consistent with local and state policies, rules, and regulations. Construction emissions would cease upon construction completion.

2.2.9 Hazards and Hazardous Materials

Considering the information in the Hazardous Waste Initial Site Assessment dated November 2016, and the Addendum to the Initial Site Assessment dated November 2022, the following significance determinations have been made:

Question – Would the project:	CEQA Determination
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	Less Than Significant Impact
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	Less Than Significant Impact
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	Less Than Significant Impact
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	No Impact
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two nautical miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	No Impact
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	Less Than Significant Impact
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	No Impact

Affected Environment

The Initial Site Assessment and Addendum Initial Site Assessment identify Recognized Environmental Conditions for the proposed project site.

Recognized Environmental Condtions are defined by the American Society for Testing Materials Practice E 1527-05 as: the presence or likely presence of any hazardous substances or petroleum products in, on, or at the property: (1) due to any release to the environment; (2) under conditions indicative of a release to the environment; or (3) under conditions that pose a material threat of a future release to the environment. Database reports were obtained from Environmental Data Resources, Incorporated, consisting of information compiled from various government records, such as Geotracker, National Priorities List, and EnviroStor, for information regarding the proposed project area. Based on the results of the record review, there are no Recognized Environmental Conditions within the proposed project site.

The proposed project site is in a developed area, surrounded by commercial and residential areas to the north of State Route 168 and the Clovis Community Hospital complex and residential areas to the south of State Route 168, transportation corridors that cross the proposed project (State Route 168 and Tollhouse Road), and the Enterprise Canal. There was no evidence of Recognized Environmental Conditons, controlled Recognized Environmental Conditions, or historical Recognized Environmental Conditions during the site reconnaissance completed in October 2016. No new or significant Recognized Environmental Conditions materials were identified during the site reconnaissance completed in November 2022.

In November 2022, trash/debris was identified within the proposed project area. No storage structures/pipelines were found, except for a drainage basin north of State Route 168 and a transformer on a utility pole south of State Route 168 and east of the Enterprise Canal, outside of the proposed project site. Therefore, there is potential for polychlorinated biphenyls in the proposed project area. Utility poles and street sign poles have treated wood, and therefore there is the potential for treated wood that contains metals and polyaromatic hydrocarbons to occur within the proposed project area.

Because of the age of the roadways in the proposed project vicinity, and the presence of paint striping used on the roadways, there is the potential for lead-based paint to be present. Also, areas adjacent to roadways heavily used prior to 1978 could potentially contain aerially deposited lead due to the use of leaded gasoline additive during this time. State Route 168 through Clovis was constructed in approximately 2000 to 2002; however, Tollhouse Road, which parallels State Route 168, has been in use for many years prior to the 1980s. No previous aerially deposited lead studies have been conducted for this area; therefore, lead levels are not known.

The California Occupational Safety and Health Administration requires that all thermal systems insulation, surfacing materials, and resilient flooring materials installed prior to 1981 be considered Presumed Asbestos-Containing Materials and treated accordingly. There are no structures on the proposed project site and therefore Asbestos-Containing Materials are not

considered to be present. In addition, the proposed project is not within an area known for naturally occurring asbestos in the soils.

One Envirostor site is adjacent to the northeast side of the proposed project site: the Caltrans District 6/Harry Wilmoth Construction site. However, the status of the site is listed as “Completed – Case Closed” as of 1999. There is one CA HIST CORTESE site within approximately a half-mile of the proposed project site. Based on a review of the available data posted on the State Water Resources Control Board’s GeoTracker website, this case has been closed. There is no evidence to suggest that possible soil or groundwater contamination from the CA HIST CORTESE site may impact the proposed project site.

The nearest airport to the proposed project area is the Fresno Yosemite International Airport in Fresno County, approximately 11 miles southwest of the proposed project site.

The proposed project site is in a Local Responsibility Area, designated as a Non-Very High Fire Hazard Severity Zone.

Environmental Consequences (Questions a, b, c, and f in the table)

Construction of the proposed project would potentially require the use of various types and quantities of hazardous materials. Although the equipment used during construction activities could contain various hazardous materials, these materials would be used in accordance with the manufacturer’s specifications and all applicable regulations. Minor fuel or oil spills could occur during construction activities. The release, even if accidental, of hazardous materials into the environment is regulated through existing federal, state, and local laws. These regulations require emergency response from local agencies to contain hazardous materials in the event of an accidental release. The use and handling of hazardous materials during construction activities would occur in accordance with applicable federal, state, and local laws, including the California Occupational Safety and Health Administration requirements. Implementation of construction best management practices, compliance with vehicle manufacturer’s specifications, and compliance with applicable regulations would result in impacts that are less than significant.

Nonethless, construction of the proposed project could result in the disturbance of hazardous materials, including lead-based paint, aerially deposited lead, and Polychlorinated biphenyls and Treated Wood Waste. Therefore, avoidance and minimization measures are provided in the event of disturbance of hazardous materials for lead-based paint (HAZ-1), aerially deposited lead (HAZ-1 and HAZ-2), and Polychlorinated biphenyls and Treated Wood Waste (HAZ-1 and HAZ-3).

The proposed project would not impair implementation of, or physically interfere with, an adopted emergency response plan or emergency

evacuation plan through the implementation of the Construction Period Emergency Access Plan. The Construction Period Emergency Access Plan would be coordinated with the Clovis Police Department, Clovis Fire Department, Fresno County Sheriff's Department, Fresno County Fire Protection Division, California Highway Patrol, and other emergency service providers within the area. Impacts during construction would be less than significant.

Upon construction completion, the proposed project would not be a facility that generates or emits hazardous materials upon construction completion and proposed project impacts are considered less than significant. Operations of the proposed project would not be used by motor vehicles that often carry hazardous material. The potential for release of hazardous materials into the environment would be similar to existing conditions, and impacts would be less than significant. In addition, implementation of the proposed project would have no long-term impacts on an emergency response plan or emergency evacuation plan because operations on adjacent roadways would remain the same as existing conditions.

Avoidance and Minimization Measures

HAZ-1: *Lead-Containing Materials*. A California-licensed abatement contractor will conduct a survey for lead-containing materials prior to construction activities (including the demolition of concrete or asphalt elements). If lead-containing materials are found, the following will be required:

- Building materials associated with paint on structures and paint on utilities should be abated by a California-licensed abatement contractor and disposed of as a hazardous waste in compliance with Standard Special Provision 14-11.13 and other federal and state regulations for hazardous waste.
- A Lead Compliance Plan should be prepared by the contractor for the disposal of lead-based paint. The grindings (which consist of the roadway material and the yellow and white color traffic stripes) shall be removed and disposed of in accordance with Standard Special Provision 36-4 (Residue Containing High Lead Concentration Paints). In addition, the Lead Compliance Plan will also contain the following provision to address aerially deposited lead: Standard Special Provision 7-1.02 k (6)(J)(iii) – Earth Material Containing Lead.
- A California-licensed lead contractor should be required to perform all work that will disturb any lead-based paint as a result of planned or unplanned renovations in the project area, including the presence of yellow traffic striping and pavement markings that may contain lead-based paint. All such material must be removed and disposed of as a hazardous material in compliance with Standard Special Provision 14-11.12.

HAZ-2: *Aerially Deposited Lead and Other Heavy Metals*. The following actions are recommended for handling and disposal of soils that contain an elevated level of aerially deposited lead or other heavy metals prior to ground-disturbing activities:

- A California-licensed abatement contractor will sample and test a representative sample of soils at the project site for hazardous levels of aerially deposited lead and other heavy metals. Representative samples of exposed shallow soils shall be collected at multiple locations along the project site and analyzed for total lead and extractable lead concentrations.
- If hazardous levels of aerially deposited lead or other heavy metals are found in the soils at the project site, the following will be required:
    - Removal, disposal, storage and transportation of materials contaminated with hazardous levels of aerially deposited lead or other heavy metals shall be performed in compliance with all applicable federal, state, and local laws, including but not limited to requirements of the State Water Resources Control Board and California Regional Water Quality Control Board water quality control plans and waste discharge permits, California Department of Fish and Wildlife permit requirements for contaminated soil, and all requirements of the applicable Air Quality Management District and/or the Air Pollution Control District.
    - Removal, disposal, storage, and transportation of materials contaminated with hazardous levels of aerially deposited lead or other heavy metals shall be performed in compliance with the Soil Management Agreement for Aerially Deposited Lead-Contaminated Soils between Caltrans and the Department of Toxic Substances Control, if the project site is within the state right-of-way or Caltrans is acting as direct oversight for the project.

HAZ-3: The timber associated with utility poles with mounted transformers or containing metals and polyaromatic hydrocarbons will be removed and disposed at a Regional Water Quality Control Board-certified treated wood waste landfill.

2.2.10 Hydrology and Water Quality

Considering the information in the Federal Emergency Management Agency's National Flood Insurance Rate Maps accessed December 2022, Natural Environment Study-Minimal Impact dated January 2017, and the Addendum to the Natural Environment Study-Minimal Impact dated November 2022, the following significance determinations have been made:

Question – Would the project:	CEQA Determination
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface water or groundwater quality?	Less Than Significant Impact
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	Less Than Significant Impact
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would: (i) result in substantial erosion or siltation on-site or off-site;	Less Than Significant Impact
(ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on-site or off-site;	Less Than Significant Impact
(iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	Less Than Significant Impact
(iv) impede or redirect flood flows?	No Impact
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	No Impact
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	Less Than Significant Impact

Affected Environment

The proposed project is in the Academy hydrologic area, which is part of the larger South Valley Floor hydrologic unit of the Tulare Lake Hydrologic Region (see Figure 2.2.10-1). Within the project area, the Enterprise Canal is the only aquatic feature. A stormwater drainage basin is within the proposed project area, adjacent to Enterprise Canal.

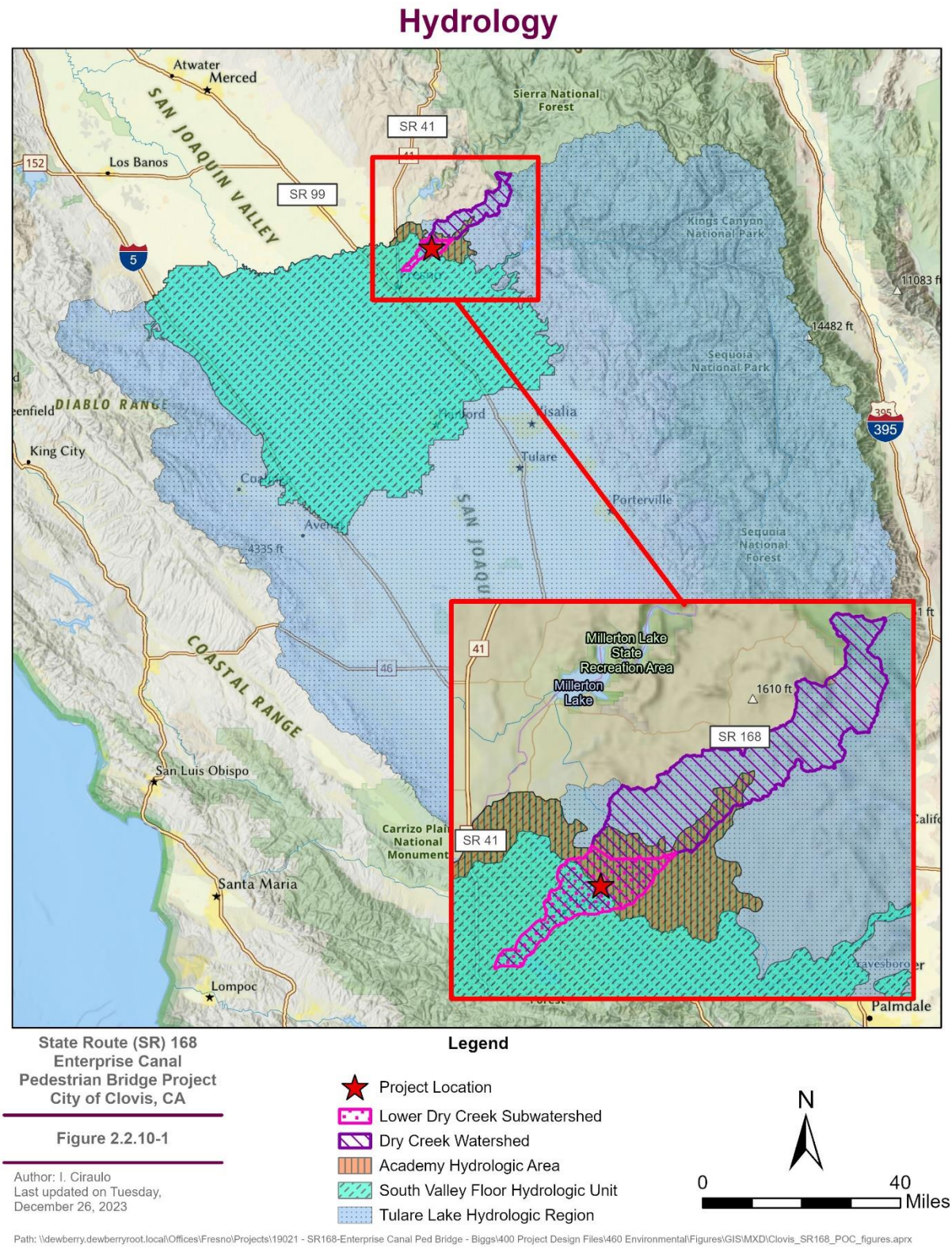
The Federal Emergency Management Agency's Flood Insurance Rate Map has the proposed project site within Zone X (areas determined to be outside of the 100- and 500-year floodplains), and adjacent to Zone A (areas inundated by 100-year flooding, for which no Base Flood Elevations have been established). The proposed project is not in a tsunami or seiche inundation hazard zone.

Groundwater recharge within the City of Clovis occurs both naturally and artificially. The Fresno Irrigation District provides surface water to the City of Clovis, primarily from the Kings River. The City of Clovis uses this resource to recharge groundwater, develop potable water, and directly irrigate City of Clovis parks. Wastewater recycling facilities and surface water treatment facilities also recharge the City of Clovis' groundwater supply, including the

Fresno-Clovis Regional Wastewater Treatment Plant and Clovis' Surface Water Treatment Plant. The proposed project site is not within an active groundwater recharge area.

The proposed project site is in an urban setting, with relatively flat topography, impervious surfaces, and major roadways. Two soil types are in the project area: Ramona sandy loam, 0 to 2 percent slopes, and San Joaquin loam, 0 to 3 percent slopes. Neither of the soil units is listed as hydric or as having hydric inclusions.

Figure 2.2.10-1 Hydrology



Environmental Consequences (Questions a, b, c, and e in the table)

Construction activities would result in ground disturbance adjacent to the Enterprise Canal and a drainage basin that is within the northern portion of the proposed project area, east of the Enterprise Canal and north of State Route 168. Large and heavy pieces of construction equipment could compress soils within the proposed project area, which could lead to a reduction in soil permeability and an increase in project site runoff. Indirect impacts could result from increased sedimentation rates if fine sediment is discharged into the Enterprise Canal or drainage basin during construction. Increased sedimentation may adversely affect water quality and channel substrate composition. Construction materials such as asphalt, concrete, and equipment fluids could be exposed to precipitation and subsequent runoff. If precautions are not taken to contain contaminants, construction could produce contaminated storm water runoff (nonpoint source pollution), a major contributor to the degradation of water quality. The proposed project would comply with the requirements of the National Pollutant Discharge Elimination System permit and associated Stormwater Pollution Prevention Plan prior to initiating construction activities. The best management practices listed in Section 1.5 would be implemented during project construction.

Construction activities may require the use of water for dust control or other activities. Water used during construction would be trucked to the project site, so no groundwater would be used. Construction activities would not intercept or alter groundwater recharge, discharge, or flow conditions. Water use at the project site would cease upon construction completion. Therefore, the proposed project would not substantially decrease water supply or reduce groundwater recharge. The increase of impervious surfaces by less than 2 acres covering the length of the proposed project would be negligible in association with groundwater recharge because the proposed project is in an urban area with compacted and disturbed soils.

The proposed project would not alter the course of a water body, nor would it alter the existing site drainage pattern. The proposed project would comply with federal, state, and City of Clovis' requirements and would implement best management practices pertaining to stormwater runoff and erosion control prevention through the development of a Stormwater Pollution Prevention Plan as part of the National Pollutant Discharge Elimination System permit. Temporary construction areas would be revegetated. The proposed project would have a less than significant impact related to stormwater runoff, erosion, or siltation on-site or off-site.

2.2.11 Land Use and Planning

Considering the information in the Mini-Preliminary Environmental Analysis Report dated 2018 and the Environmental Scoping Memorandum dated October 2019, the following significance determinations have been made:

Question – Would the project:	CEQA Determination
a) Physically divide an established community?	No Impact
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	No Impact

2.2.12 Mineral Resources

Considering the information in the Mini-Preliminary Environmental Analysis Report dated 2018 and the Environmental Scoping Memorandum dated October 2019, the following significance determinations have been made:

Question – Would the project:	CEQA Determination
a) Result in the loss of availability of a known mineral resource that would be a value to the region and the residents of the state?	No Impact
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	No Impact

2.2.13 Noise

Considering the information in the Noise Technical Memorandum dated Janaury 2023, the following significance determinations have been made:

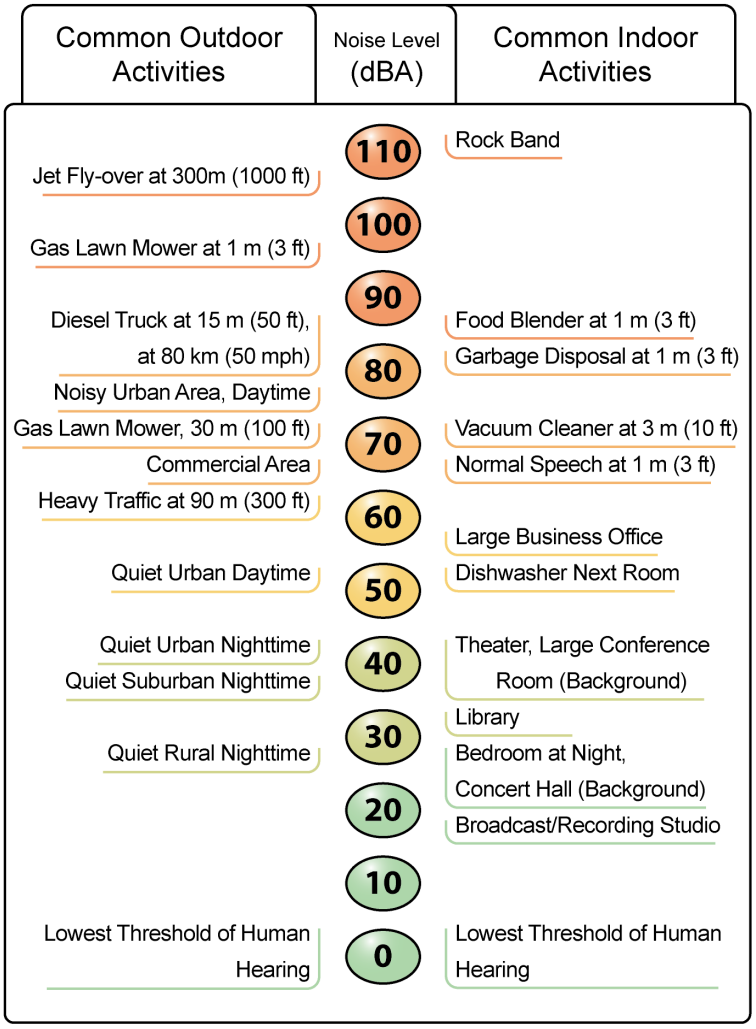
Question – Would the project:	CEQA Determination
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	Less Than Significant Impact
b) Generation of excessive groundborne vibration or groundborne noise levels?	Less Than Significant Impact
c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two nautical miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	No Impact

Affected Environment

Noise is defined as an unwanted sound, and therefore is a subjective reaction to characteristics of a physical phenomenon. A logarithmic scale is used to describe sound pressure level, in terms of decibels. The decibel scale alone does not adequately characterize how humans perceive noise. An “A-weighted” sound level (expressed in units of A-weighted decibels [dBA]) can be computed by weighting sound levels of individual frequency bands by the human sensitivity to those frequencies. Table 2.2.13-1 describes typical A-weighted noise levels for different activities. It is widely accepted that, in typical noise environments, people can detect changes in sound level at 3 A-

weighted decibels or greater, while changes of 1 to 2 A-weighted decibels are generally not perceived. A 5 A-weighted decibel change is generally perceived as distinctly noticeable.

Table 2.2.13-1. Typical A-Weighted Noise Levels

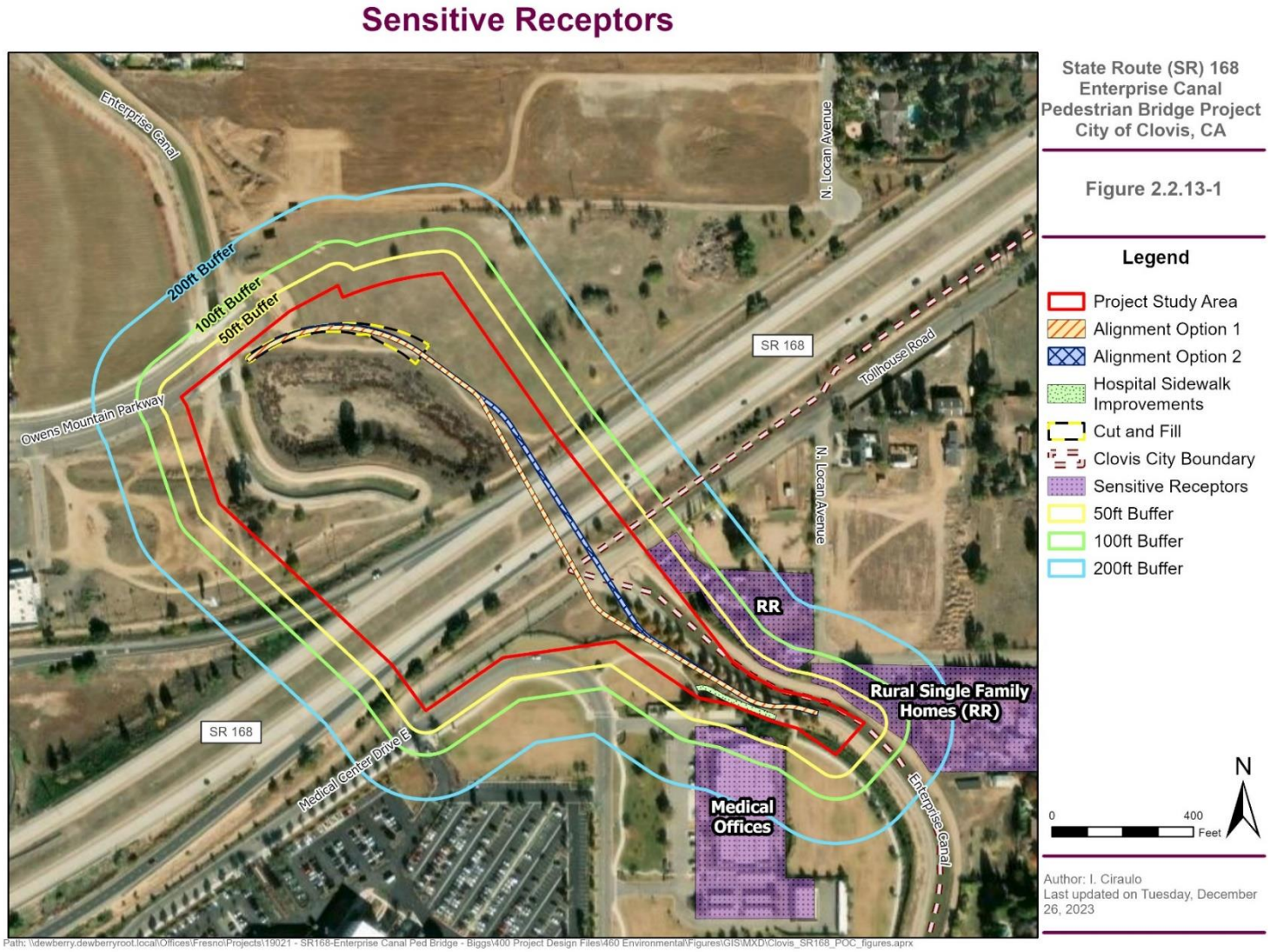


Existing Conditions

The immediate vicinity of the proposed project consists of a mix of commercial and residential areas to the north of State Route 168 and the Clovis Community Hospital complex and residential areas south of State Route 168. Currently, the Enterprise Canal Trail runs along the Enterprise Canal; however, State Route 168 and Tollhouse Road cause a break in the trail. The existing noise environment in the proposed project area is dominated by roadway noise from State Route 168, Owens Mountain Parkway, North Temperance Avenue, Medical Center Drive, and Tollhouse Road.

Sensitive noise receptors include, but are not limited to, the following land use categories: residences, schools, libraries, churches, hospitals, and nursing homes. Sensitive receptors within 200 feet of the proposed project area are south of State Route 168 and include rural single-family homes and the Clovis Community Hospital complex (medical offices). Within the Clovis Community Hospital complex, the closest building is approximately 65 feet southwest of the proposed project area. The closest single-family home is on North Locan Avenue, approximately 60 feet southeast of the proposed project area and east of the Enterprise Canal. Sensitive receptors are shown in Figure 2.2.13-1.

Figure 2.2.13-1 Sensitive Receptors



North of State Route 168 is a preschool/daycare facility—Kids Kare Owens Ranch—on Owens Mountain Parkway, west of the Enterprise Canal, and approximately 430 feet northwest of the proposed project area. This sensitive receptor is not shown on Figure 2.2.13-1 because it is more than 200 feet from the proposed project area.

Environmental Consequences (Questions a and b in the table)

Noise and vibration resulting from construction activities would be intermittent. The degree of construction noise impacts may vary depending on the construction activity and location within the proposed project area. The general construction activities and their estimated overall noise levels are summarized in Table 2.2.13-2. In the table, the average sound level over a period of time (usually one hour) is called the equivalent continuous sound level and is abbreviated “Leq.” In addition, dBA equals A-weighted decibel. Table 2.2.13-3 provides noise levels produced by specific construction equipment representative of the equipment necessary for the proposed project construction.

Table 2.2.13-2 Typical Construction Activity/Phase Noise Levels

Construction Phase/Activity	Leq at 50 feet away from Project Centerline (dBA)
Pile Driving	100
Ground Clearing	84
Excavation	88/78
Foundation	88
Erection	79/78
Finishing	84

Source: Dewberry, 2023.

Table 2.2.13-3. Construction Equipment-Specific Noise Levels

Construction Equipment	Typical Noise Level (dBA at 50 feet) [dBA = A-weighted decibel]
Scrapers	85 dBA
Jack Hammer	85 dBA
Bulldozer	85 dBA
Pile Driver (Impact)	100 dBA
Front-End Loader	80 dBA
Grader	85 dBA
Heavy Trucks	85 dBA
Excavator	85 dBA
Compaction Equipment	80 dBA
Backhoe	80 dBA
Drill Rig	85 dBA
Crane	85 dBA
Concrete Pump	82 dBA
Paver	85 dBA
Pneumatic Tools	85 dBA
Generators	82 dBA

Source: Dewberry, 2023.

Noise from construction activities generally attenuates at a rate of 6 to 7.5 A-weighted decibels per doubling distance. For the purposes of the proposed project, an attenuation of 6 A-weighted decibels was used to conservatively estimate noise impacts. The closest sensitive receptors are 60 feet from the proposed project site (see Figure 2.2.13-1).

Noise from construction activities would be intermittent because noise intensity would vary depending on the construction phase, the equipment being used, and the distance of the activity to sensitive receptors. Increases in ambient noise level in the vicinity of the proposed project would be temporary and would cease upon construction completion.

The loudest construction activity for the proposed project would be pile driving (see Table 2.2.13-3). The proposed project would install 240 piles over 60 working days (approximately 3 months). The piles would reach a maximum depth of 100 feet, requiring approximately 10,000 strikes per pile. The noise experienced from pile driving by sensitive receptors within 50 feet of the proposed project area would be comparable to a grass lawn mower from 3 feet away (see Table 2.2.13-1). The sensitive receptors at 60 and 65 feet from the proposed project area would experience noise levels ranging from 100 A-weighted decibels to 94 A-weighted decibels. Sensitive receptors 100 feet from the proposed construction area would experience maximum noise levels during pile driving of approximately 94 A-weighted decibels (100 A-weighted decibels [at 50 feet] minus 6 A-weighted decibels [doubling distance of 100 feet] equals 94 A-weighted decibels). Sensitive receptors 200 feet from

the proposed project area would experience maximum noise levels during pile driving of approximately 88 A-weighted decibels (94 A-weighted decibels [at 100 feet] minus 6 A-weighted decibels [doubling distance of 200 feet] equals 88 A-weighted decibels). The impulsive nature of pile driving tends to increase its perceived nuisance. Noise control measures for pile driving would require this construction activity to occur only during daytime hours. Pile driving would occur intermittently for a portion (3 months) of the entire construction period of 18 to 24 months.

The proposed project would comply with the Caltrans 2022 Standards Specifications Section 14-8, Noise and Vibration. Regarding hours of construction, Caltrans Standard Specifications Section 14-8.02, Noise Control, states that construction activities should not exceed a maximum noise level of 86 A-weighted decibels at a distance of 50 feet from the project site from 9:00 p.m. to 6:00 a.m. In addition, given that pile driving would result in up to 100 A-weighted decibels, no pile driving would be allowed during nighttime construction work and would be limited to the hours of 7:00 a.m. to 7:00 p.m., Monday through Friday, or 9:00 a.m. to 5:00 p.m., Saturday and Sunday.

A Construction Noise Management Plan would be completed for the proposed project and would include the proper posting of construction schedules and the appointment of a noise disturbance coordinator. In addition, construction activities for the proposed project would comply with federal, state, and local policies related to construction-generated noise. Therefore, the proposed project would have a less than significant impact regarding noise.

Pedestrian and bicycle uses generally do not increase noise levels above the level for normal speech (approximately 65 A-weighted decibels) and do not generate vibrations. Therefore, the proposed project would not permanently increase ambient noise levels; proposed project operations would have similar noise levels to the existing Enterprise Canal Trail and sidewalk facility noise conditions. Nearby sensitive receptors would not perceive a permanent change in noise levels as a result of the proposed project. Impacts during proposed project operation would be less than significant.

Avoidance and Minimization Measures

NOI-1: A Construction Noise Management Plan shall be prepared and shall include proper posting of construction schedules, appointment of a noise disturbance coordinator, and the methods for assisting in noise reduction measures. Noise reduction measures include, but are not limited to, the following:

- Use newer equipment with improved muffling and ensure that all equipment items have the manufacturers' recommended noise abatement measures, such as mufflers, engine closures, and engine vibration

isolators intact and operational. Newer equipment will generally be quieter in operation than older equipment. All construction equipment and trucks used for project construction shall use the best available noise control techniques, which include, but are not limited to, improved mufflers, use of intake silencers, ducts, engine closures, and acoustically attenuating shields or shrouds.

- Impact tools (such as jackhammers, pavement breakers, pile drivers, and rock drills) used for project construction shall be hydraulically or electrically powered to avoid noise associated with compressed air exhaust from pneumatically powered tools. If the use of pneumatic tools is unavoidable, an exhaust muffler on the compressed air exhaust shall be used.
- No pile driving shall occur between the hours of 7:00 p.m. and 7:00 a.m., Monday through Friday, or between 5:00 p.m. and 9:00 a.m., Saturday and Sunday.
- Use construction methods or equipment that will provide the lowest level of noise and ground vibration impact such as alternative low noise pile installation methods.
- Turn off idling equipment after no more than 5 minutes.
- Stationary noise sources during construction shall be located as far from adjacent properties as possible, and they shall be muffled and enclosed within temporary sheds, incorporate insulation barriers, or other similar noise reduction construction methods approved by the City of Clovis that provides equivalent noise reduction.

2.2.14 Population and Housing

Considering the information in the Mini-Preliminary Environmental Analysis Report dated 2018, the Environmental Scoping Memorandum dated October 2019, and the U.S. Census Bureau for Demographics and Housing Estimates accessed January 2023, the following significance determinations have been made:

Question – Would the project	CEQA Determination
a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	No Impact
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	No Impact

2.2.15 Public Services

Considering the information in the Mini-Preliminary Environmental Analysis Report dated 2018, the Environmental Scoping Memorandum dated October

2019, City of Clovis Police General Information accessed December 2022, City of Clovis Fire Department Annual Report accessed December 2022, and the City of Clovis General Plan, the following significance determinations have been made:

Question	CEQA Determination
Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the following public services: a) Fire protection?	Less Than Significant Impact
b) Police protection?	Less Than Significant Impact
c) Schools?	No Impact
d) Parks?	No Impact
e) Other public facilities?	Less Than Significant Impact

Affected Environment

Police Protection

The Clovis Police Department provides service within the existing City of Clovis boundaries, while the Fresno County Sheriff's Department provides law enforcement protection to the unincorporated areas of Fresno County. The proposed project site is within the City of Clovis boundaries and is served by the Clovis Police Department. Currently, the Clovis Police Department has 200 employees, with 105 sworn officers. The Clovis Police Department headquarters, where all personnel and services are based, is at the Clovis Civic Center, 1233 Fifth Street, approximately 3 miles southwest of the proposed project site.

The California Highway Patrol Central Division also provides safety, service, and security to thousands of residents, commuters, and tourists each day on State Route 168. As part of California Highway Patrol's Central Division, the California Highway Patrol covers more than 6,000 square miles, with officers patrolling over 4,045 miles of freeways and unincorporated areas within Fresno County, including through and around the City of Clovis.

Fire Protection

The Clovis Fire Department provides fire protection to the City of Clovis and supplements protection through an automatic aid agreement with the Fresno Fire Department west and south of the City of Clovis' sphere of influence and the Fresno County Fire Protection District to the north and east of the City of Clovis' sphere of influence. Currently, the Clovis Fire Department operates 6

stations with 73 professional firefighters, fire engineers, fire officers, chief officers, fire inspectors, and administrative staff. The closest fire station to the proposed project site is Station 5, at 790 North Temperance Avenue, approximately half a mile west of the proposed project site. Table 2.2.15-1 shows the Clovis Fire Department's response time goals and actual performance in 2021. The Clovis Fire Department anticipates that with the opening of Station 6, which opened in April 2022, and the additional staff added in 2021 and 2022, performance times will continue to improve and meet performance goals.

Table 2.2.15-1 90th Percentile Response Goals and 2021 Response Time Performance

Response Unit	Response Goal	Actual Performance (2021)
Response Goal 1 First unit arrival, total response time – EMS	6 minutes, 30 seconds	8 minutes
Response Goal 2 First until arrival, total response time – MVA/Rescue	7 minutes	8 minutes
Response Goal 3 First unit arrival, total response time – Fire	7 minutes	7 minutes, 43 seconds
Response Goal 4 Effective response force (daily staffing of 16 firefighters) – Fire	10 minutes, 30 seconds	11 minutes, 53 seconds
Response Goal 5 Turnout time for all priority responses	1 minute, 30 seconds	1 minute, 34 seconds
Response Goal 6 Contain fire to room of origin	70 percent of all fire calls for service	61 percent of all fire calls for service

Source: City of Clovis, 2021b.

Environmental Consequences (Questions a, b, and e in the table)

During construction of the proposed project, a series of freeway and local roadway closures would be required. Temporary closures on State Route 168 would occur between the State Route 168/Owens Mountain Parkway intersection and the State Route 168/North Temperance Avenue interchange, as well as Tollhouse Road and one lane in the eastbound direction of Owens Mountain Parkway. One direction of traffic would be maintained on State Route 168 throughout construction. The North Temperance Avenue on-ramp would be closed for up to nine months for bent construction. The westbound State Route 168 off-ramp to North Temperance Avenue would be closed for up to three months for bent construction. A series of three nighttime closures for one week (Monday through Friday) or one weekend in each direction on State Route 168 would be required for placement of girders over the freeway. Temporary closure(s) of the State Route 168 within the proposed project site

would require a detour onto North Temperance Avenue to East Shepherd Avenue to State Route 168 (refer to Figure 1-5).

Emergency access to, and through, the vicinity of the proposed project site may be temporarily inhibited during construction of the proposed project as a result of these closures. A Standard Construction Period Emergency Access Plan would be prepared for the proposed project to ensure that traffic disruptions are minimized. The Standard Construction Period Emergency Access Plan, as well as the proposed project construction phases, would be coordinated with the Clovis Police Department, Clovis Fire Department, Fresno County Sheriff's Department, Fresno County Fire Protection District, California Highway Patrol, and other emergency service providers within the area. With the implementation of the Standard Construction Period Emergency Access Plan and the coordination with emergency service providers, the proposed project would have a less than significant impact on response times for fire and police protection services.

Construction workers are anticipated to come from the surrounding area and would not relocate to the proposed project vicinity. Construction workers would be on the proposed project site during construction hours and would return home in the off hours. Construction of the proposed project could result in accident or emergency incidents that would require emergency response, such as fire, police, medical, or hazardous waste services; however, construction activities would be short in duration. Any increase in fire or law enforcement services due to construction activities would be temporary, ceasing upon completion of the proposed project. In addition, standard construction safety measures, as required through the Occupational Safety and Health Administration, would be implemented to reduce impacts to less than significant levels.

The proposed project would provide additional connection points to existing recreational facilities. The proposed project would not increase the use of park or other public facilities beyond what the City of Clovis has already planned for in the General Plan.

2.2.16 Recreation

Considering the information in the Mini-Preliminary Environmental Analysis Report dated 2018, Environmental Scoping Memorandum dated October 2019, City of Clovis General Plan, City of Clovis Active Transportation Plan, Fresno County Regional Trails Plan, Fresno County Regional Bicycle and Recreational Trails Master Plan, and the Fresno County Active Transportation Plan, the following significance determinations have been made:

Question – Would the project:	CEQA Determination
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	No Impact
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	No Impact

2.2.17 Transportation

Considering the information in the Mini-Preliminary Environmental Analysis Report dated 2018, Environmental Scoping Memorandum dated October 2019, City of Clovis General Plan, City of Clovis Active Transportation Plan, Fresno County Regional Trails Plan, Fresno County Regional Bicycle and Recreational Trails Master Plan, and the Fresno County Active Transportation Plan, and the Fresno Council of Goverments Regional Transportation Plan/Sustainable Communities Strategy, the following significance determinations have been made:

Question – Would the project:	CEQA Determination
a) Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	No Impact
b) Conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?	Less Than Significant Impact
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	Less Than Significant Impact
d) Result in inadequate emergency access?	Less Than Significant Impact

Affected Environment

Roadways

Roadways within and adjacent to the proposed project site include Owens Mountain Parkway, State Route 168, North Temperance Avenue, Tollhouse Road, and Medical Center Drive. Owens Mountain Parkway and Tollhouse Road are both collector streets that provide for relatively short distance travel between and within neighborhoods. Collectors are not designed to handle long-distance through-traffic. Owens Mountain Parkway is a striped four-lane roadway with paved shoulders and sidewalks on both sides. Tollhouse Road is a striped two-lane road with unpaved shoulders and no sidewalks. North Temperance Avenue is an expressway up to the intersection with Owens Mountain Parkway, where it turns into an arterial street until reaching Shepherd Avenue. North Temperance Avenue in the vicinity of the proposed project site is a four-lane roadway with a raised median, paved shoulders,

and sidewalks on both sides. State Route 168 is a four-lane freeway with paved shoulders.

Bicycle and Pedestrian Facilities

An existing Class 2 bicycle lane runs along Herndon Avenue to the south of the proposed project site and along North Temperance Avenue to the west of the proposed project site. The City of Clovis General Plan identifies a future Class 2 bicycle lane that would include Owens Mountain Parkway and would connect directly to the proposed project. The proposed project is also identified as a future facility by the City of Clovis and County General Plans.

Environmental Consequences (Questions b, c, and d in the table)

Transportation projects that can be presumed to lower vehicle miles traveled or have no effect on vehicle miles traveled, such as bicycle and pedestrian projects, transit improvements, and minor operational improvements, as defined in the State of California Governor's Office of Planning and Research Technical Advisory, should be expected to cause a less than significant impact and would not require further vehicle miles traveled analysis. Specifically, projects that would not lead to a substantial or measurable increase in vehicle miles traveled, include:

- Addition of Class 1 bicycle paths, trails, multi-use paths, or other off-road facilities that serve non-motorized travel
- Addition of a new or enhanced bicycle or pedestrian facilities on existing streets/highways that serve non-motorized travel

The proposed project would construct a Class 1 overcrossing connecting existing facilities north and south of State Route 168. In addition, the proposed project would encourage the use of alternative modes of transportation for residents, visitors, and employees of the major employment centers within the City of Clovis.

During construction, the proposed project would require a series of freeway and local roadway closures, as described in detail in Section 1.4.2, Lane and Roadway Closures. The State Route 168 closures would require a detour onto North Temperance Avenue to East Shepherd Avenue to State Route 168 (see Figure 1-5). The distance between the North Temperance Avenue/State Route 168 interchange and East Shepherd Avenue/State Route 168 intersection, when traveling on State Route 168, is approximately 2.7 miles; the detour route is approximately 3.9 miles. Therefore, the detour route would result in a 1.2-mile increase in vehicle miles traveled. However, lane closures would be temporary, would occur only when portions of State Route 168 required closures, and would be eliminated upon completion of construction. Therefore, the lane closures are considered to have a minimal effect on overall vehicle miles traveled.

There could be conflict with construction equipment and adjacent land uses. Potential conflicts in movement of construction equipment and other roadway vehicles would cease upon construction completion. A Standard Construction Period Emergency Access Plan and a Traffic Handling Plan would be prepared so that lane shifts, construction activities, and construction equipment do not conflict with other vehicles moving through the proposed project site. Therefore, the proposed project's impacts to transportation would be less than significant.

2.2.18 Tribal Cultural Resources

Considering the information in the Historic Property Survey Report and associated Archaeological Survey Report dated July 2017, and Supplemental Historic Property Survey Report, Supplemental Archaeological Survey Report and the Finding of No Adverse Effect, all dated June 2023, the following significance deteminations have been made:

Question	CEQA Determination
Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:	
a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k), or	Less Than Significant Impact
b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	Less Than Significant Impact

Affected Environment

A tribal cultural resource is defined as a site, feature, place, cultural landscape, or sacred place or object that has cultural value to California Native American Tribes. To be considered a tribal cultural resource, the resource must be included in or determined eligible for inclusion in the California Register of Historical Resources or is included in a local register of historical resources. Pursuant to Public Resources Code Section 2107, a tribal cultural resource is defined as either:

1. A site, feature, place, cultural landscape, sacred place, or object that has cultural value to California Native American Tribes that is included or

determined to be eligible for inclusion in the California Register of Historical Resources or a local register of historical resources.

2. A resource determined by the lead agency to be significant and is supported by substantial evidence.
3. A geographically defined cultural landscape that meets the criteria set forth in Public Resources Code Section 21074.
4. A historical resource described in Public Resources Code Section 21084.1, a unique archeological resource or "nonunique archaeological resource" described in Public Resources Code Section 21083.2 (g) and (h).

The California Environmental Quality Act Guidelines state that California Native American Tribes traditionally and culturally affiliated with a geographic area may have expertise concerning their tribal cultural resources. Lead agencies shall consult with these tribes who respond in writing and request consultation within 30 days of receipt of the formal notification of a project (Public Resources Code Section 21080.3.1). Traditionally and culturally affiliated tribes of a project area may suggest mitigation measures, including, but not limited to, those recommended in Public Resources Code Section 21084.3.

Native American Consultation

Assembly Bill 52 went into effect on July 1, 2015 and established a consultation process with all California Native American Tribes on the Native American Heritage Commission List for federal and non-federal tribes (13.5 Public Resources Code Sections 21073, 21074, 21080.3, 21084). Once the Tribe is notified of a project, the Tribe has 30 days to request a consultation. The consultation process ends when either the parties agree to mitigation measures or avoid a significant effect on tribal cultural resources or a party, acting in good faith and after reasonable effect, concludes that mutual agreement cannot be reached.

In October 2016, the Native American Heritage Commission provided a list of nine Native American representatives. On November 18, 2016, the City of Clovis sent letters to the listed representatives. Additional attempts to contact representatives were made on December 1 and 13, 2016. On January 7, 2017, Caltrans recommended an additional 17 Native American representatives be contacted, and letters were sent on January 10, 2017. Additional attempts to contact representatives were made on April 5 and 11, 2017. Four responses were received during this consultation.

On November 29, 2016, one Tribe (Table Mountain Rancheria) indicated that the proposed project area lies within the Tribe's cultural area of interest and that the Tribe is very interested in the proposed project. Mr. Robert Pennell, Table Mountain Rancheria Cultural Resources Director, requested to be

contacted to coordinate a discussion of the proposed project. On January 10, 2017, the Table Mountain Rancheria discussed the proposed project with Rene Mathis of the City of Clovis. During this meeting, the Tribe requested the presence of a tribal monitoring during ground-disturbing activities, and the City of Clovis agreed; the two governments are in communication regarding the proposed project. The Southern Sierra Miwuk Nation (December 1, 2016) and Santa Rosa Rancheria Tachi Yokut Tribe (December 13, 2016) deferred to the Table Mountain Rancheria to take the lead for consultation.

Due to refinements to the proposed project and the date of the previous consultation, the Native American Heritage Commission was contacted with a request for an updated tribal contact list on September 30, 2022. On November 13, 2022, the Native American Heritage Commission provided a list of 17 Native American representatives. Pursuant to Public Resources Code Section 21080.3 and Assembly Bill 52, the City of Clovis mailed formal notification letters on January 9, 2023, by certified mail; the letters summarized the previous outreach efforts, noted changes to the proposed project description and location, and provided lead City of Clovis contact information to the Tribes listed in the Native American Heritage Commission correspondence. Follow-up emails were sent on May 2, 2023. No responses have been received from the letters or emails, as of the publication of this Initial Study.

Record Searches

As discussed in Section 2.2.5, Cultural Resources, a record search of the area of potential effects and a quarter-mile radius around the area of potential effects was conducted by staff at the Southern San Joaquin Valley Information Center of the California Historical Resources Information System and completed on October 26, 2016. In October 2022, a second literature search was conducted by the staff at the Southern San Joaquin Valley Information Center of the California Historical Resources Information System. The results of the record searches identified six historic era cultural resources within the record search radius.

As part of the effort to identify any tribal cultural resources that may be within the proposed project area, a Sacred Lands File search was conducted by the Native American Heritage Commission in October 2016; a second search was conducted in November 2022. The search found no known tribal cultural resourcess in or near the proposed project site. Information regarding cultural resources can be found in Section 2.2.5, Cultural Resources, of this Initial Study.

Pedestrian Surveys

A pedestrian survey of the proposed project was conducted on November 13, 2016 for all undeveloped ground surface areas within the original area of potential effects boundaries. A second pedestrian survey was conducted on

November 20, 2022 within the revised area of potential effects boundaries. A third pedestrian survey, focused on the built environment, was conducted on May 3, 2023.

No archaeological resources, historic or prehistoric, were observed during the surveys. One historical resource—the Enterprise Canal—is within the area of potential effects and is assumed eligible for the purposes of this proposed project with the Cultural Study Office concurrence. Cultural resources identified during the field survey are discussed in detail in Section 2.2.5, Cultural Resources, of this Initial Study.

Environmental Consequences (Questions a and b in the table)

As discussed above and in Section 2.2.5, Cultural Resources, record searches conducted by staff at the Southern San Joaquin Valley Information Center identified six previously recorded resources within the record search radius. No prehistoric archaeological resources were recorded during the pedestrian surveys.

The Native American Heritage Commission Sacred Lands File search was negative for sacred lands. The field surveys did not identify any tribal cultural resources, artifacts, or culturally modified soil indicators. No tribal cultural resources were identified as a result of the field survey, record searches or consultation. However, the Table Mountain Rancheria and Santa Rosa Rancheria Tachi Yokut Tribe indicated that the proposed project is in an extremely sensitive area for tribal cultural resources. The Santa Rosa Rancheria Tachi Yokut Tribe deferred to the Table Mountain Rancheria to take the lead on consultation. The Table Mountain Rancheria requested that ground-disturbing construction be monitored by a tribal monitor. Therefore, the City of Clovis would retain the services of an approved Native American Tribal monitor. The proposed project would follow best management practices and Tribal monitor recommendations during construction.

Avoidance and minimization measures CUL-1, TCR-1, and TCR-2 are provided in the event of an unaticipated discovery of tribal cultural resources during construction. Therefore, the proposed project would have a less than significant impact on tribal cultural resources.

For a detailed description of archaeological and historical resources, refer to Section 2.2.5, Cultural Resources, of this document.

Avoidance and Minimization Measures

Implement Avoidance and Minimization Measure CUL-1, as described in Section 2.2.5, Cultural Resources.

TCR-1: The City of Clovis will retain the services of an approved Native American Tribal Representative, in coordination with the Table Mountain

Rancheria, to conduct project monitoring during the disturbance of original earth by accomplishing the following tasks:

- The City of Clovis-contracted Native American Tribal Representative will advise the contractor during a preconstruction meeting and training of potentially significant cultural resources that require protection and avoidance;
- A Native American monitor will observe all natural-ground-disturbing construction activities; and
- There will be a Native American Tribal Representative during all project excavation of natural ground.

TCR-2: If any suspected Tribal cultural resources are discovered during ground-disturbing construction activities, all work shall cease within 100 feet of the find, or an agreed upon distance based on the project area and nature of the find. A Tribal Representative from Table Mountain Rancheria shall be immediately notified and shall determine if the find is a Tribal cultural resource (Public Resources Code Section 21074). The Tribal Representative will make recommendations for further evaluation and treatment:

- When avoidance is infeasible, preservation in place is the preferred option for mitigation of Tribal cultural resources, and every effort shall be made to preserve the resources in place, including through project redesign. Culturally appropriate treatment may be, but is not limited to, processing materials for reburial, minimizing handling of cultural objects, leaving objects in place within the landscape, or returning objects to a location within the project area where they will not be subject to future impacts. Permanent curation of Tribal cultural resources will not take place unless approved in writing by the California Native American Tribe that is traditionally and culturally affiliated with the project area.
- The contractor shall implement any measures deemed by the City of Clovis to be necessary and feasible to preserve in place, avoid, or minimize impacts to the resource, including, but not limited to, facilitating the appropriate Tribal treatment of the find, as necessary. Treatment that preserves or restores the cultural character and integrity of a Tribal cultural resource may include Tribal Monitoring, culturally appropriate recovery of cultural objects, and reburial of cultural objects or cultural soil.

2.2.19 Utilities and Service Systems

Considering the information in the Mini-Preliminary Environmental Analysis Report dated 2018, Environmental Scoping Memorandum dated October 2019, City of Clovis General Plan, City of Clovis Public Utilities Recycling and Refuse, the following significance determinations have been made:

Question – Would the project:	CEQA Determination
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	Less Than Significant Impact
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	No Impact
c) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	No Impact
d) Generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	Less Than Significant Impact
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	No Impact

Affected Environment

The City of Clovis uses a combination of groundwater, surface water, and recycled water resources to serve commercial and residential areas, and public facilities. The City of Clovis' primary water supply is drawn from over 35 groundwater wells. The Fresno Irrigation District provides surface water to the City of Clovis, primarily from the Kings River. The City of Clovis Public Utilities Department uses this resource to recharge groundwater, develop potable water, and directly irrigate City of Clovis parks. The City of Clovis Public Utilities Department is the sole municipal water purveyor in the City of Clovis.

The City of Clovis Public Utilities Department provides wastewater service within the City of Clovis boundary. The majority of wastewater within the City of Clovis is discharged to the Fresno-Clovis Regional Water Reclamation Facility in southwest Fresno or to the Clovis Water Reuse Facility. Wastewater recycling and surface water treatment facilities in the area include the Fresno-Clovis Regional Wastewater Treatment Plant and Clovis' Surface Water Treatment Plant; they provide water for non-potable water uses and recharging the groundwater basin, respectively.

Pacific Gas and Electric is the primary provider of electric service and natural gas in the City of Clovis' planning area. Land-line telephone services are provided by multiple carriers, including AT&T, Comcast, and Verizon. Television and internet services are provided by Comcast, AT&T, and satellite services.

Solid waste is collected by the City of Clovis Public Utilities Department. Collection of recycling and greenwaste is provided under contract by Republic Services. Four facilities in the Fresno area—three transfer stations and one inert debris engineered fill operation—accept construction and demolition debris. The Rice Road Recyclery and Transfer Station, which accepts construction and demolition debris, is at 10463 North Rice Road, Fresno, California 93650, approximately 9 miles northwest of the proposed project site. The nearest landfill that accepts construction and demolition debris is Jefferson Inert Debris Engineered Fill Operation at 5550 South Maple Avenue, Fresno, California 93725, approximately 13 miles southwest of the proposed project site.

Existing utilities are in the immediate vicinity of the proposed project site. Surface and underground utilities include communication, gas, irrigation, water, sewer, and electrical lines.

Environmental Consequences (Questions a and d in the table)

Construction Impacts

Non-potable water use would be required for fugitive dust control during the construction of the proposed project. See Section 1.5 and Section 2.2.3 for more information regarding fugitive dust control and best management practices. Water supplies, potable and non-potable, during construction are typically trucked to the site from the outside sources that supply water for construction activities. The need for additional water would cease upon construction completion. Potable water would be required during construction for workers. Typically, potable water is brought to the site in bottles or other vessels. Water use at the proposed project site would cease upon completion of construction. No new or expanded water facilities would be required as a result of proposed project construction.

During construction, port-a-potties are typically used; however, they are removed once construction is completed. These facilities are operated by private companies that provide cleaning services; therefore, the proposed project construction would not increase wastewater service demand during construction. No new or expanded facilities would be required.

Construction equipment would be powered by fuel, often diesel, or by generators brought to the proposed project site for construction purposes. Therefore, the construction of the proposed project would not result in the need for new or expanded utility services. Existing utilities that conflict with the proposed project would be relocated. Underground relocation for the overhead utility along Tollhouse Road may be considered. In addition, relocation may also be considered for two other surface utilities and one underground utility all along Tollhouse Road. As the proposed project moves into final design, coordination with the appropriate utility companies would occur. It is not anticipated that these adjustments or relocations would result

in any utility disruptions to customers, and relocations would occur within the proposed project boundaries. Impacts are less than significant in this regard.

There would be no demolition of structures associated with the proposed project. In conforming to existing facilities, existing concrete and asphalt would be removed; this debris would be properly disposed of at the nearest facility. The nearest facilities accepting construction debris are the Rice Road Recyclery and Transfer Station and the Jefferson Inert Debris Engineered Fill Operation, which have capacity to accommodate the proposed project. Construction debris generated by the proposed project would adhere to federal, state, and City of Clovis requirements pertaining to recycling and diversion of construction debris.

Operation Impacts

New light features added to the proposed bridge would meet current energy standards and would not substantially increase the need for additional electrical power (refer to Section 2.2.6, Energy). Therefore, the proposed project would not require the expansion or construction of new electrical facilities.

The proposed project operations would not generate substantial amounts of solid waste beyond trash that trail users may inadvertently drop on the route. Operation impacts would be less than significant.

2.2.20 Wildfire

Considering the information in the Mini-Preliminary Environmental Analysis Report dated 2018, Environmental Scoping Memorandum dated October 2019, and California Department of Forestry and Fire Protection Fire Hazard Severity Zones Maps for Fresno County accessed December 2021, the following significance determinations have been made:

Question	CEQA Determination
If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:	
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	No Impact
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	No Impact
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	No Impact

Question	CEQA Determination
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	No Impact

2.2.21 Mandatory Findings of Significance

Question	CEQA Determination
a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	Less Than Significant Impact
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)	Less Than Significant Impact
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	Less Than Significant Impact

Affected Environment

Per California Environmental Quality Act regulations and guidelines, Caltrans must summarize the findings of significance from earlier sections and consider potential cumulatively considerable effects for environmental impact reports. Even though this environmental document is an Initial Study and not an Environmental Impact Report, the potential for cumulatively considerable effects is analyzed below.

Environmental Consequences (Questions a, b, and c in the table)

Each resource within this Initial Study evaluates the proposed project impacts and mitigates the impacts to less than significant. The information in Section 2.2.4, Biological Resources, analyzes the potential effects of the proposed project on biological resources, including special-status wildlife species, including the western burrowing owl, Swainson's hawk, California horned lark, and nesting migratory birds. Section 2.2.4, Biological Resources, determined that impacts would be less than significant. The information in Section 2.2.5, Cultural Resources, and Section 2.2.18, Tribal Cultural Resources, analyzes possible proposed project effects on cultural and tribal cultural resources, including the possibility of human remains. Section 2.2.5, Cultural Resources,

and Section 2.2.18, Tribal Cultural Resources, determined that impacts would be less than significant.

The proposed project approval is conditioned upon implementation of best management practices (Section 1.5) and avoidance and minimization measures (Sections 2.2.1 through 2.2.20). The proposed project-related impacts are less than significant. In addition, the proposed project would have no impact or less than significnat impacts on human beings, as related to the resources analyzed in Sections 2.2.1 through 2.2.21. Therefore, with implementation of best management practices (Section 1.5) and avoidance and minimization measures (Sections 2.2.1 through 2.2.20), cumulative impacts are less than significant.

Appendix A Title VI Policy Statement

CALIFORNIA STATE TRANSPORTATION AGENCY GAVIN NEWSOM, GOVERNOR

California Department of Transportation

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September 2023

NON-DISCRIMINATION POLICY STATEMENT

The California Department of Transportation, under Title VI of the Civil Rights Act of 1964, ensures "*No person in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal financial assistance.*"

Caltrans will make every effort to ensure nondiscrimination in all of its services, programs and activities, whether they are federally funded or not, and that services and benefits are fairly distributed to all people, regardless of race, color, or national origin. In addition, Caltrans will facilitate meaningful participation in the transportation planning process in a non-discriminatory manner.

Related federal statutes, remedies, and state law further those protections to include sex, disability, religion, sexual orientation, and age.

For information or guidance on how to file a complaint, or obtain more information regarding Title VI, please contact the Title VI Branch Manager at (916) 639-6392 or visit the following web page: https://dot.ca.gov/programs/civil-rights/title-vi.

To obtain this information in an alternate format such as Braille or in a language other than English, please contact the California Department of Transportation, Office of Civil Rights, at PO Box 942874, MS-79, Sacramento, CA 94274-0001; (916) 879-6768 (TTY 711); or at Title.VI@dot.ca.gov.

TONY TAVARES
Director

"Provide a safe and reliable transportation network that serves all people and respects the environment"

List of Technical Studies Bound Separately (Volume 2 of 2)

Biggs Cardosa Associates. 2020. Visual Impact Assessment.

Cogstone Resource Management. 2017. Archaeological Survey Report for the Enterprise Canal/State Route 168 Pedestrian Bridge Project, Clovis, Fresno County, California.

Cogstone Resource Management. 2017. Historic Property Survey Report for the Enterprise Canal/State Route 168 Pedestrian Bridge Project.

Dewberry. 2022. Addendum to the Natural Environment Study (Minimal Impact) – State Route 168/Enterprise Canal Pedestrian Bridge Project.

Dewberry. 2022. Air Quality Technical Memorandum for the SR 168 Enterprise Canal Pedestrian Bridge Project.

Dewberry. 2022. Noise Technical Memorandum for the SR 168 Enterprise Canal Pedestrian Bridge Project.

Dewberry. 2022. State Route 168/Enterprise Canal Pedestrian Bridge Project – Addendum to the 2016 Initial Site Assessment.

Dewberry. 2023a. Supplemental Historic Property Survey Report for the Enterprise Canal/State Route 168 Pedestrian Bridge Project.

Dewberry. 2023b. Supplemental Archaeological Survey Report for the Enterprise Canal/State Route 168 Pedestrian Bridge Project, Clovis, Fresno County, California.

Dewberry. 2023c. Finding of No Adverse Effect for the Enterprise Canal/State Route 168 Pedestrian Bridge Project, Clovis, Fresno County, California

Krazan and Associates, Inc. 2016. Hazardous Waste Initial Site Assessment.

LSA Associates, Inc. 2017. Natural Environment Study (Minimal Impacts) – State Route 168/Enterprise Canal Pedestrian Bridge Project.

Note: Many state and federal laws limit the disclosure of sensitive cultural and tribal resource information to the public. Additional information regarding confidentiality of these resources can be found in the Standard Environmental Reference Volume 2 in Section 3.4.13 and Section 5.3.6.

To obtain a copy of one or more of these technical studies/reports or the Initial Study, please send your request to:

Trais Norris, Senior Environmental Planner,
District 6 Environmental Division, California Department of Transportation,
2015 E. Shields Avenue, Suite 100
Fresno, CA 93726

Or send your request via email to: trais.norris@dot.ca.gov

Or call: (559) 320-6045

Please provide the following information in your request:

Project title: State Route 168 Enterprise Canal Pedestrian Overcrossing Project

General location information: City of Clovis, Fresno County, California

District number-county code-route-post mile: District 06–FRE–168

Project ID number: EA 06-0U840/EFIS 0616000055